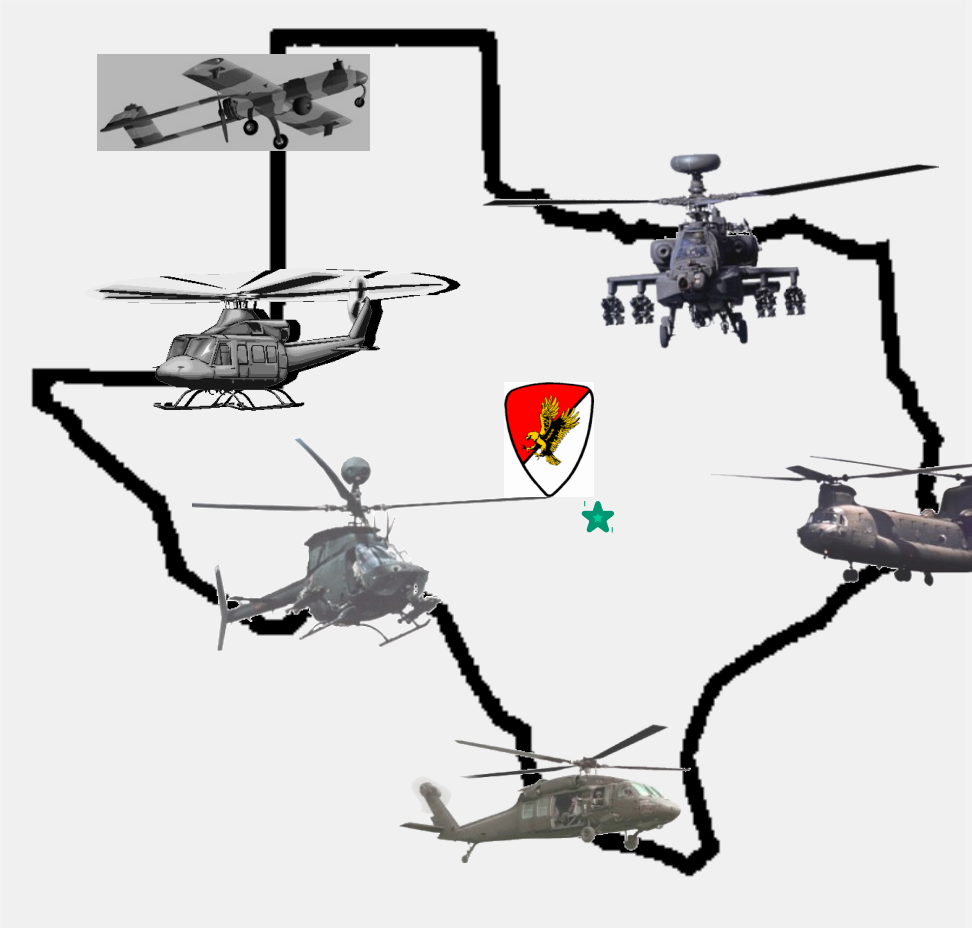
Fort Hood
Pilot Orientation Course



Update 3 June 2013

Learning Objectives

- Understand the rules and regulations that govern flight operations at Ft. Hood
- Understand operations and restrictions within the Local Flying Area
- Meet the POC requirements of FH 95-1

Available Maps & Publications

- Ft. Hood Special (WGS 84) with Aviation overprint (draft)
- Western Training Area (WTA) maps
- DOD FLIP
- FH Reg 95-1 (Apr 13)
- 21st CAV Flight Information Handbook (Oct 12)

http://www.hood.army.mil/21cav/pilot_tools/
PilotsTools

Fort Hood Pilot's Tools

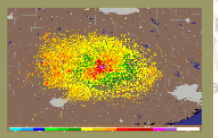
** FH 95-1 DATED 15 APRIL 2013 HAS BEEN SIGNED AND AVAILABLE FOR

Publications and Forms

* FAA 7233-1
* DD 175 (MS Word) DD 175 (PDF) DD 175 (PDF w/Digital Signature capability)
* DD 1801
* FM 3-04.300 (Flight Operations Procedures)
* AIM
* FAA Pilot Tool Web
* AR 95 Series Collection
* AR 385 Collection
* Air Traffic Publications

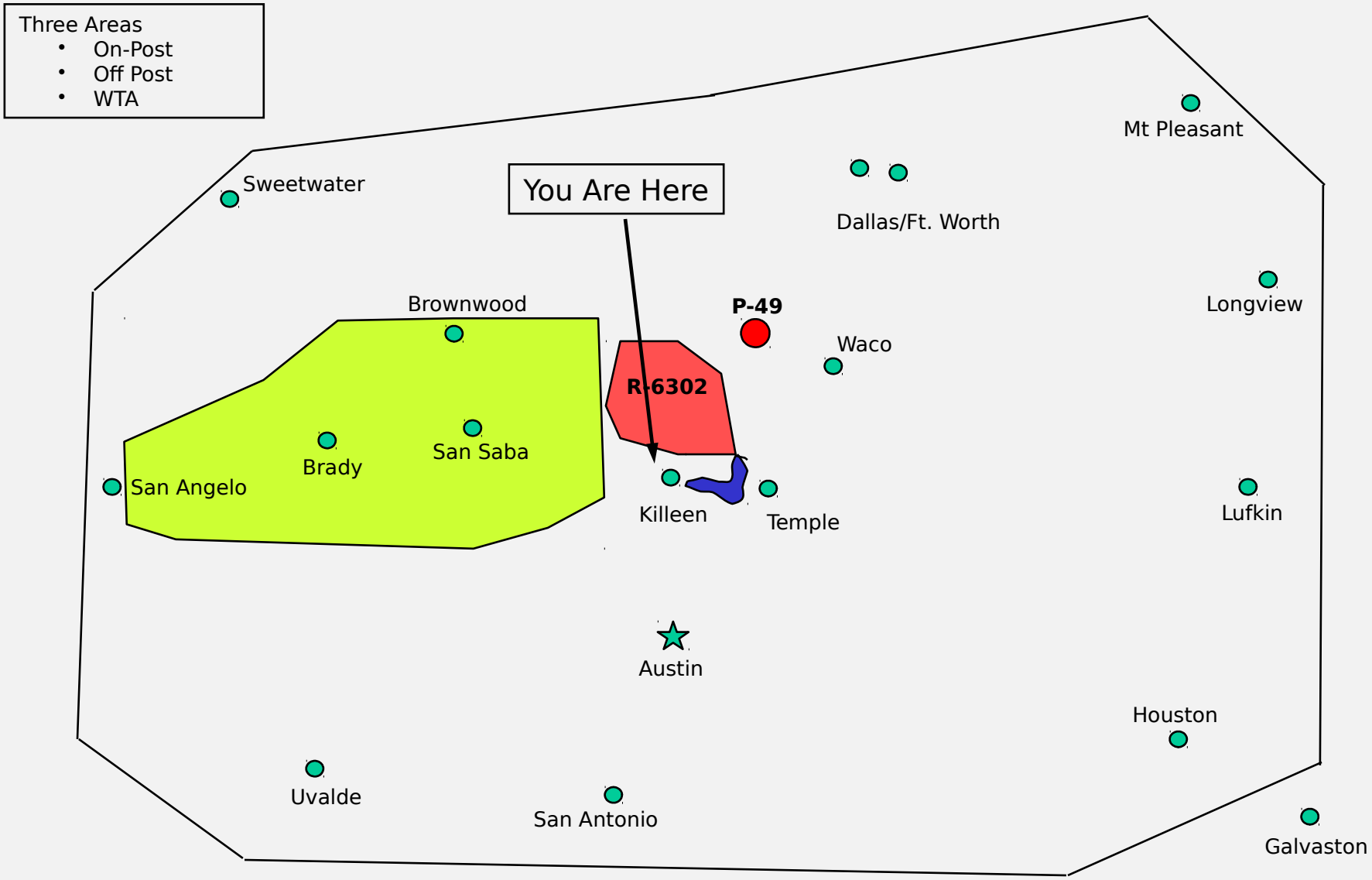
Fort Hood Specific Forms, Publications and Information

* Longhorn - Shorthorn Files On AKO
* Hood AAF Files on AKO
* Gray AAF-Files/SOP
* Fort Hood Training Map, Edition 011; Series V7825; Sheet FTHOODMIM
* Fort Hood Hazard Maps
* Fort Hood AAF-Files/SOP
* New-Approved FH 95-1 April 2013
* FH 95-23 - 7 June 2011
* FORSCOM PUBS
* FAA Terminal Procedures
* Texas Airport Directory
* Brownwood Airport
* Brady Curtis Field
* Temple, Draughon-Miller Central Texas Regional
* Fort Hood Pilot Orientation Course – Effective 28 Dec 2011
* Fort Hood Flight Information Handbook - Effective Oct 12
* Fort Hood DAO Pilot Orientation Brief - 08 July 2011



1:24 PM
6/3/2013

Ft Hood Local Flying Area



Why "**Local**" on a Flight Plan may be inadequate

Off Post & WTA Flying Rules

Fort Hood ‘does not’ control the airspace or own any terrain in the Western Training Area. Use of this area for tactical flight training is the aviators and unit responsibility to fly neighborly and IAW FAA rules.

Extracts from FH Reg 95-1…….

- Unless operations are in an approved tactical training area, flights off the Fort Hood reservation will maintain an altitude of **at least 500’ AGL** with a 500’ slant range from buildings, livestock or other man made obstructions to flight. Unit commanders may authorize flights below 500’ AGL on a case-by-case basis.

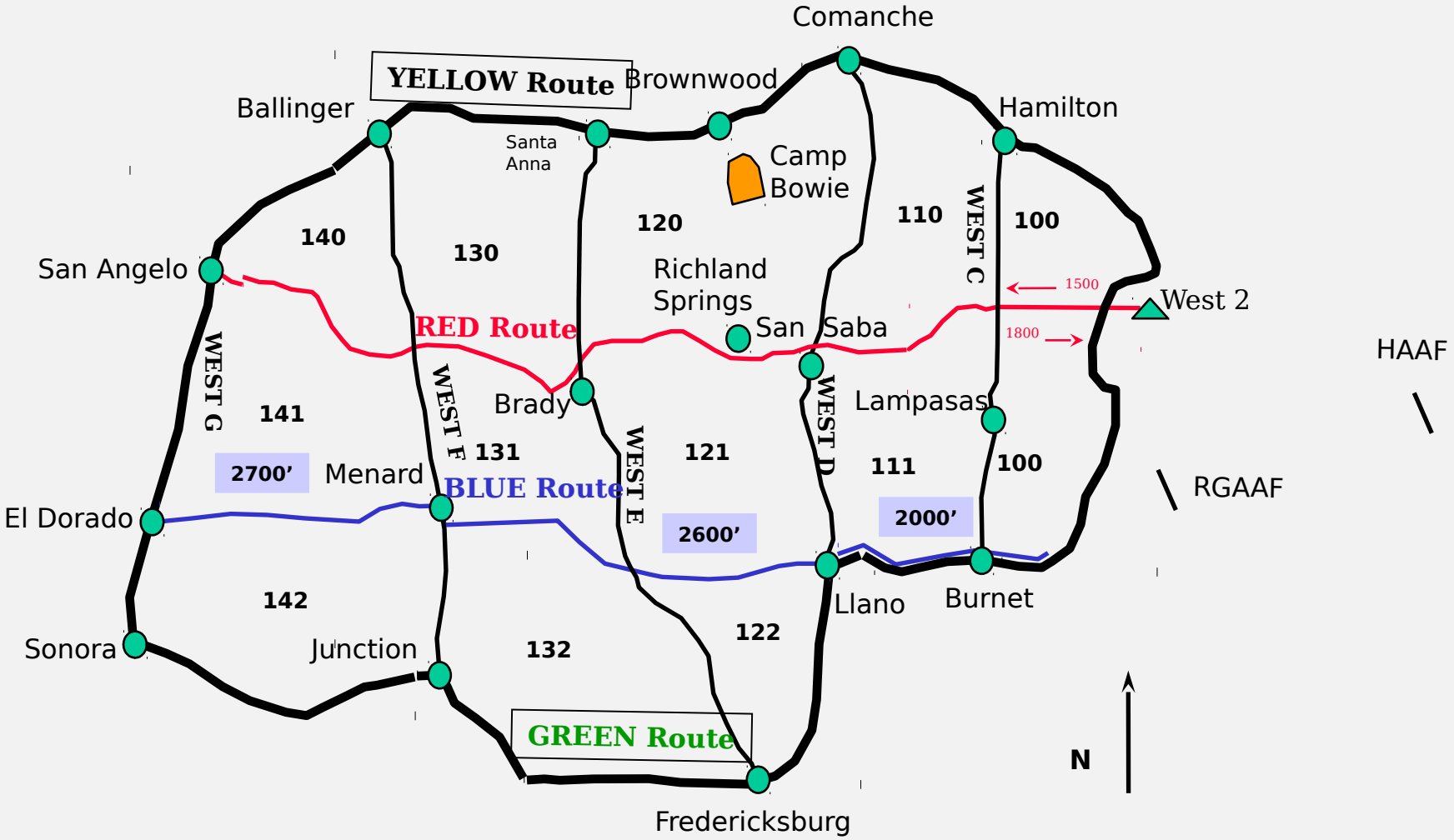
- Due to the large number of noise sensitive areas in WTA 100, 110, and 111, tactical training below 500’ AGL in these areas is discouraged.

- Flights at or below 200’ AGL (which can be approved by the unit commander on a case by case basis) will not intentionally fly within a 500’ foot slant range of buildings, livestock or other man made obstructions to flight.

- No landing authorized except at authorized airfields and government leased landing areas.

Western Training Area

21,237 Sq Km 8,200 square miles

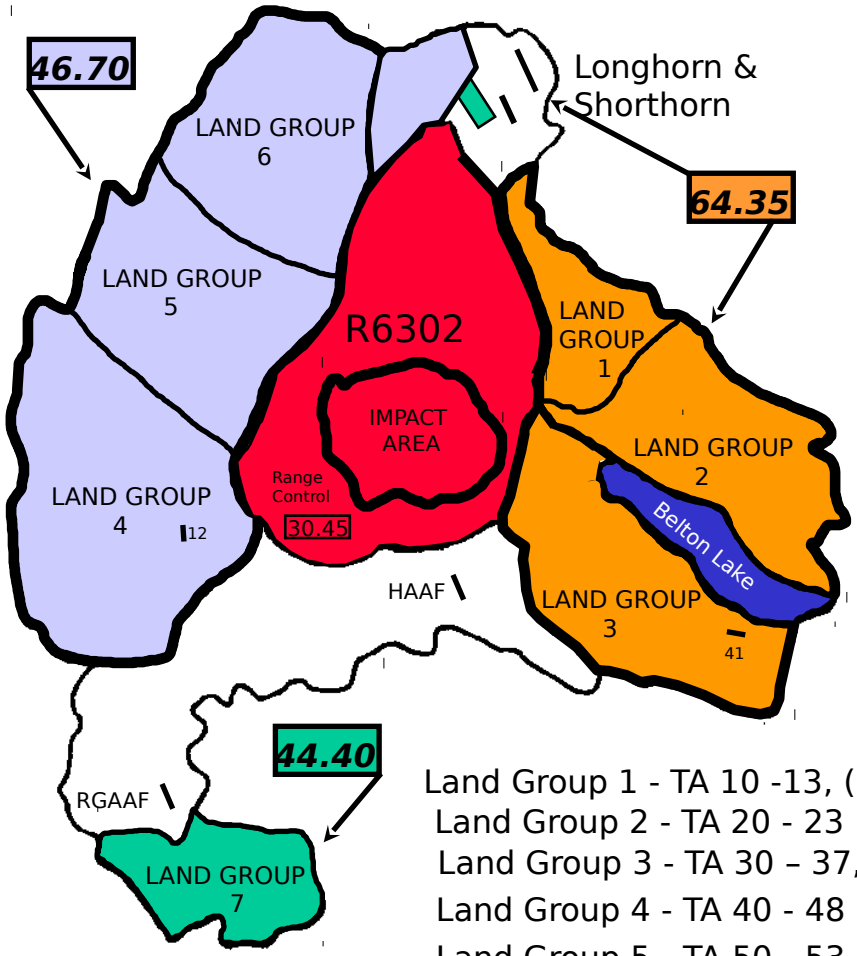


Reservation Land Groups

Transponder 4000

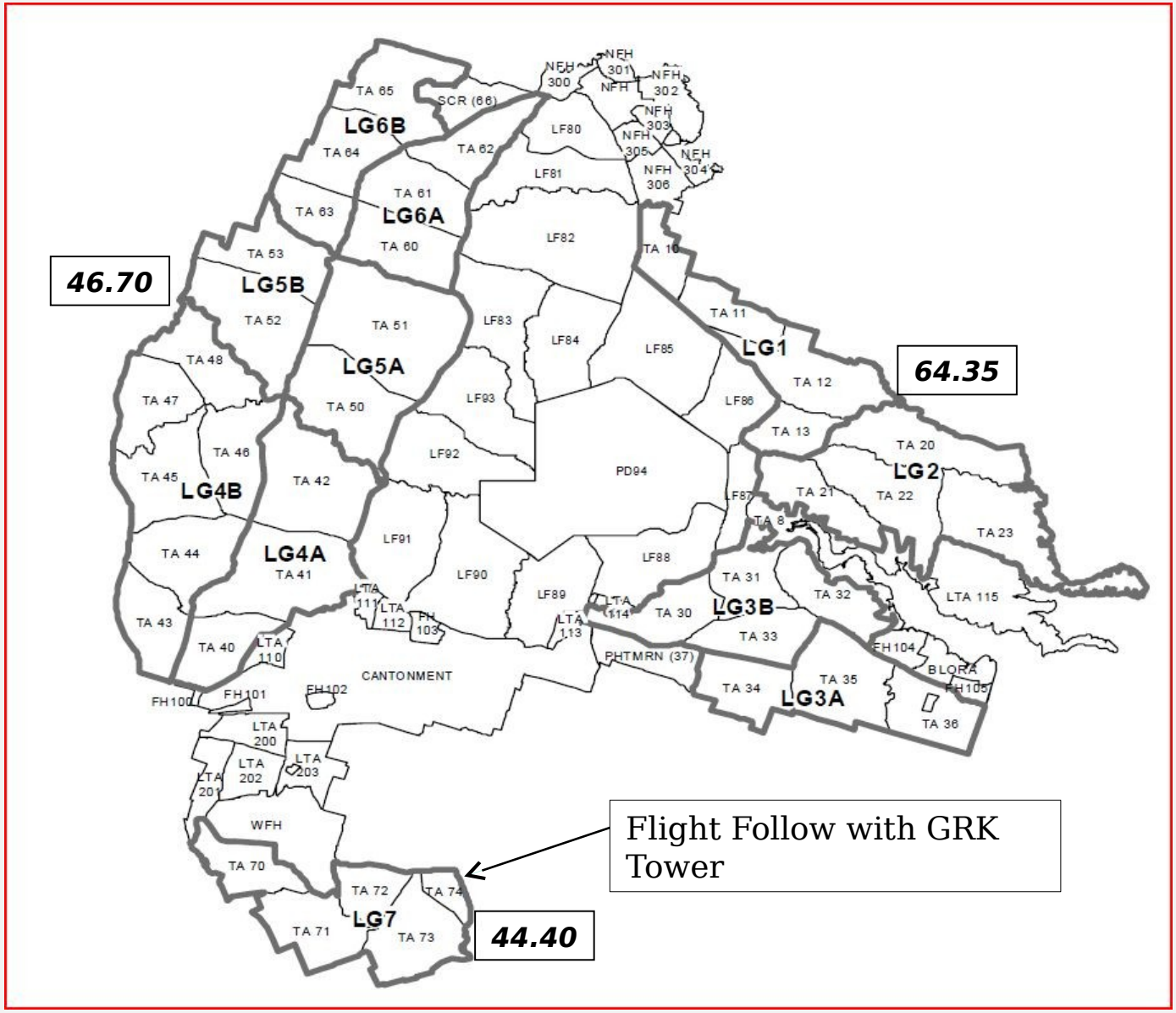
Land Group frequencies are for announcing your intentions to other traffic on the East Side, West Side or Land Group 7.

It is ***not mandatory*** to announce your actions when you are transitioning the CARS but you should be up the appropriate training area frequency for your own situational awareness.

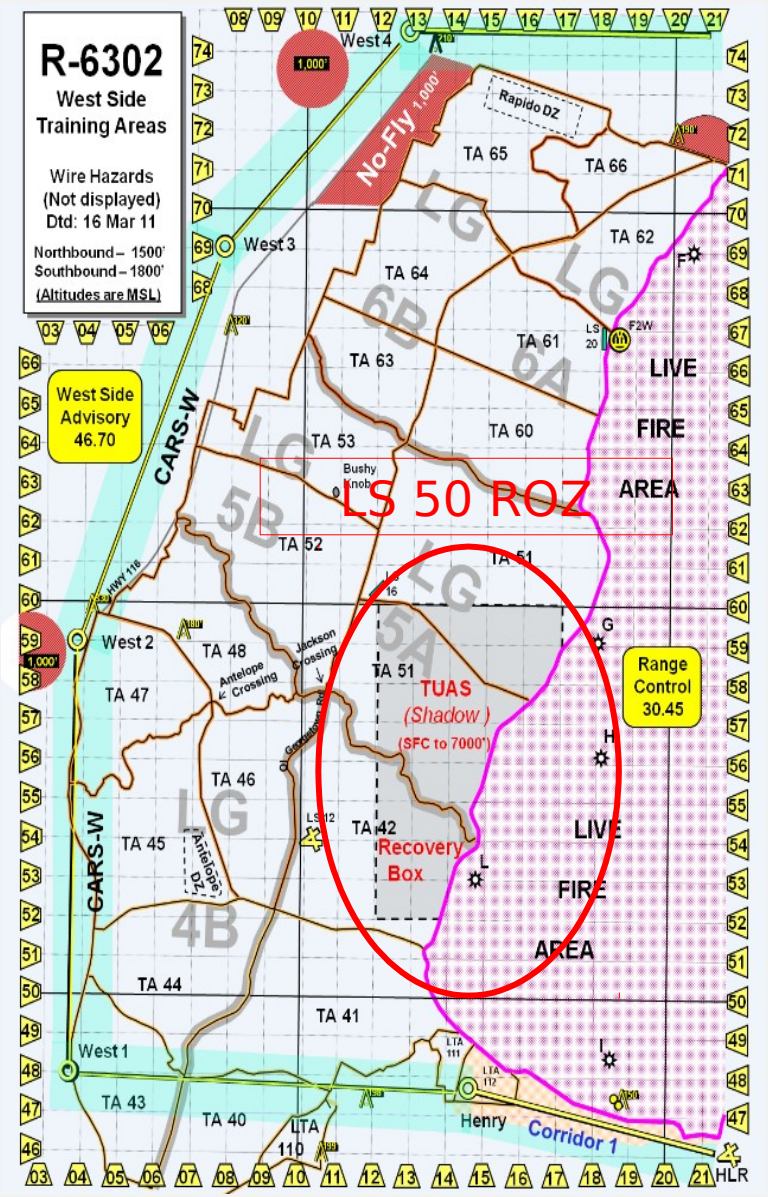


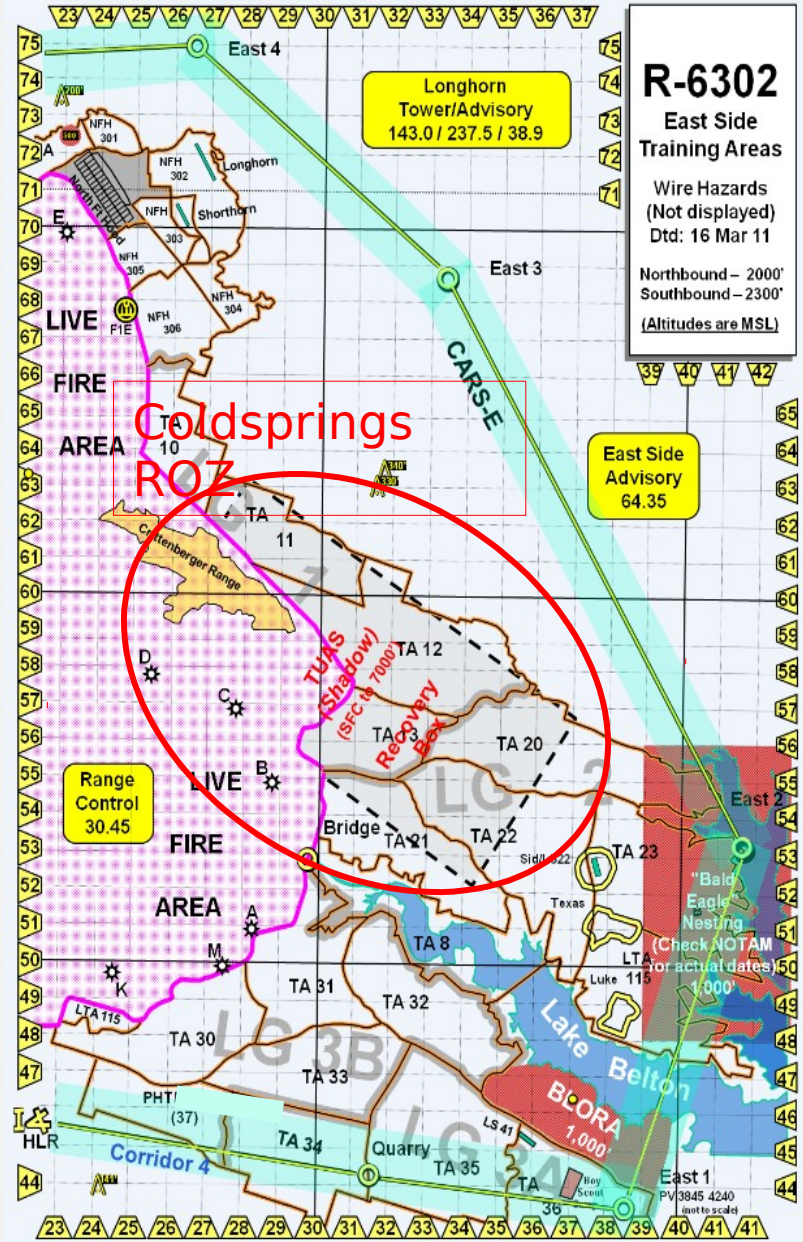
Land Group 1 - TA 10 -13, (NFH 301-306)
Land Group 2 - TA 20 - 23
Land Group 3 - TA 30 – 37, LTA
Land Group 4 - TA 40 - 48
Land Group 5 - TA 50 - 53
Land Group 6 - TA 60 - 66
Land Group 7 - TA 70 – 74 *(Maintain Commo with GRK Twr)*

Reservation Training Areas



Land Groups and Training Areas





Unmanned Aerial Systems (UAS)

What aviators need to know

- UAS operations will continue to increase requiring aviators to have greater situational awareness while operating in the Fort Hood airspace.
- **Integration** of manned and unmanned assets will be accomplished through vertical, horizontal and timed separation.

What to expect

- UAS operations are activated by NOTAM
- UAS launch/recoveries *(outside the redline)* are ***announced on land group frequency***
- Non participating aircraft will remain clear of the ROZ unless coordination is made with the UAS unit on land group frequency prior to entry.

Where

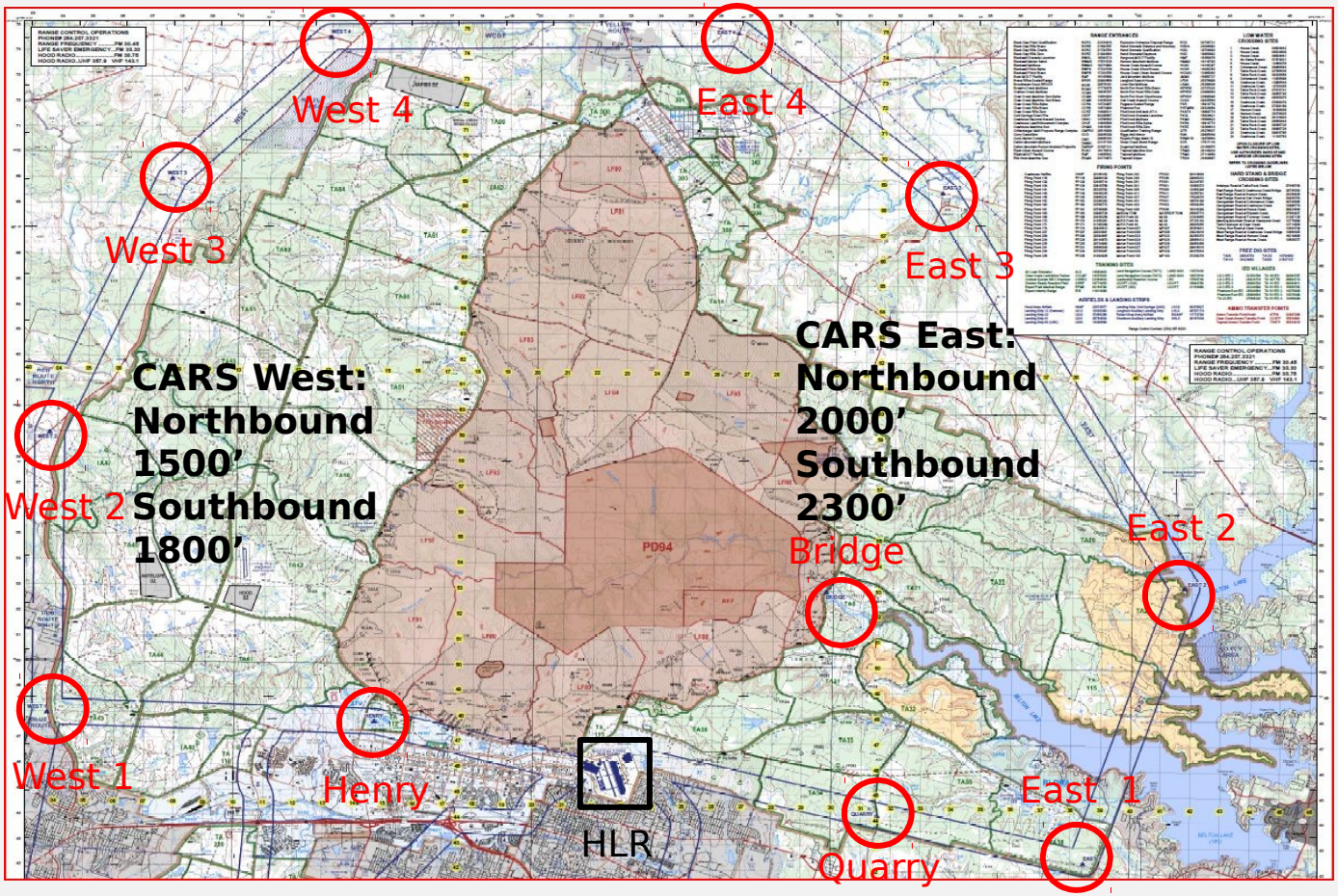
- Inside the ROZ's SFC to 7000 MSL (Strip 50, Cold Springs)
- Outside the ROZ's - 5000' MSL min. to 9000' MSL max in all restricted airspace of R-6302.

(Exception is the 'Gray Eagle/Hunter UAS' corridor from RGAAF to R-6302 at 3000/5000' MSL)

(504th MI BDE)

On Post CARS

CARS corridors are 1Km wide (500m either side of centerline) and aircraft are expected to fly right of centerline (rules of the road) to avoid oncoming traffic horizontally.



When outbound on corridor East from HAAF, remain 1500’ MSL until crossing East 1 then climb to 2000’ MSL to continue on CARS Northbound.

Aircraft inbound to East 1 from East 2 remain at 2300’ MSL until crossing East 1 and then descend to 1800’MSL inbound to HLR .

HENRY:	PV 14711 47722
WEST 1:	PV 03749 48000
WEST 2:	PV 03722 59000
WEST 3:	PV 07711 69000
WEST 4:	PV 12957 74600

QUARRY:	PV 31552 44203
EAST 1:	PV 38452 42400
EAST 2:	PV 41748 53246
EAST 3:	PV 33470 68700
EAST 4:	PV 26590 74883
BRIDGE	PV 29750 52980 (CURRY CROSSING)

Redline Operations

- The Redline may be used as a route for North / South travel.
- Dimensions are 500m from redline and from surface to 200’ AGL.
- Rules of the road apply.
  - Clockwise traffic will remain just adjacent to redline
  - Counterclockwise traffic must remain 500m from the redline
- Redline traffic not required to contact Longhorn or Shorthorn to transition North Ft. Hood
- West side traffic inbound to HAAF will depart redline and contact tower at Henry
- East side traffic inbound to HAAF will contact tower prior to checkpoint “Bridge” and request a low level entry or climb and enter at “Quarry” at 1800MSL.
- Scheduled airspace in training areas adjacent to the Redline will ***NOT*** automatically include the Red line route. The Redline route may be reserved where necessary for high density use such as during an aerial gunnery but will not otherwise be reserved.

Scheduled Airspace

- Will be scheduled through DPTMS Range Division using the L-NOTAM request format in chapter 5 of FH 95-1 and can include airspace from surface to 5000’ MSL. It will be defined in the NOTAM request as a Restricted Operating Zone (ROZ).
- Scheduled airspace in training areas adjacent to the Redline will ***NOT*** automatically include the Red line route. The Redline route may be reserved where necessary for high density use such as during an aerial gunnery but will not otherwise be reserved.
- Using units will be required to “Activate” and “Deactivate” their scheduled airspace with Hood Radio when they occupy and leave the airspace.
- Using units will monitor the appropriate east or west side air to air frequency during occupation of their scheduled airspace.
- Scheduled airspace ***DOES NOT*** include the CARS structure.

Local Airspace (HLR)

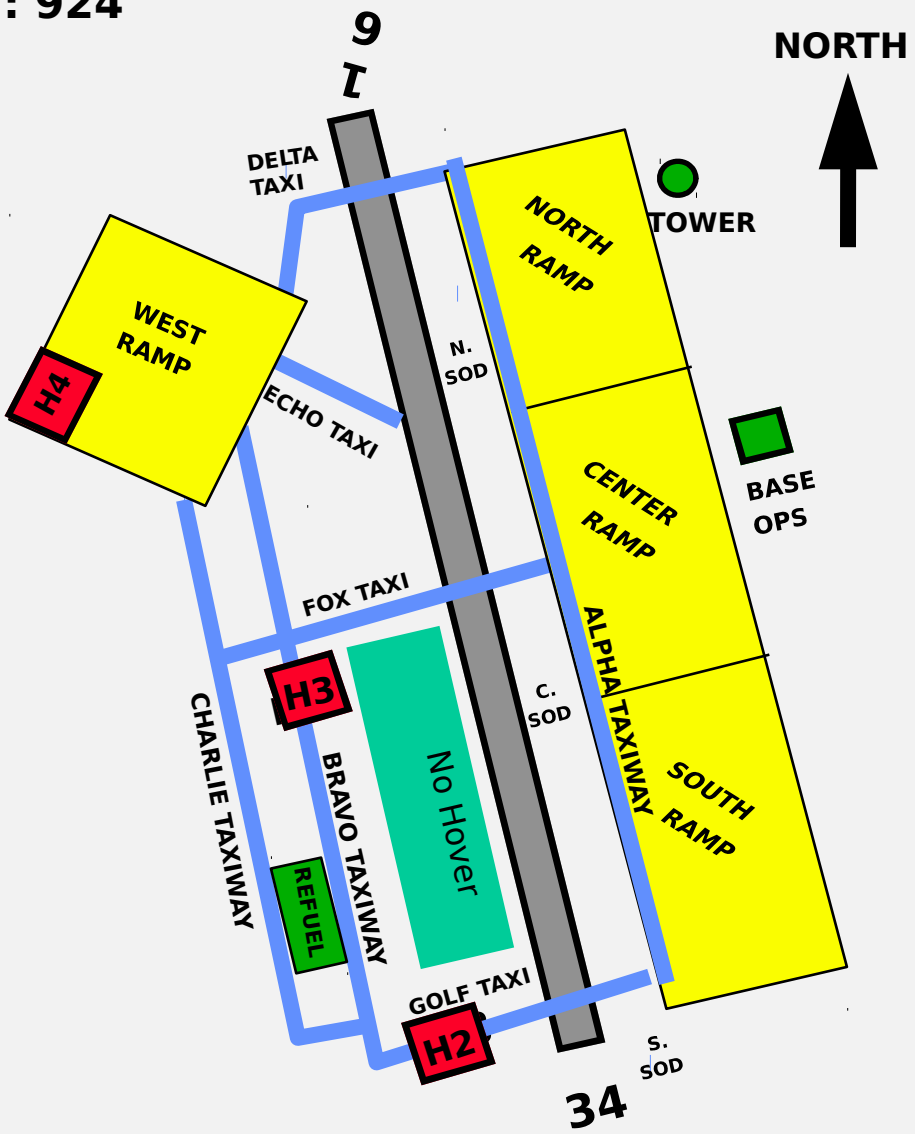
Hood AAF (HLR)

ELEV: 924’

- Hours: 08:00-24:00L

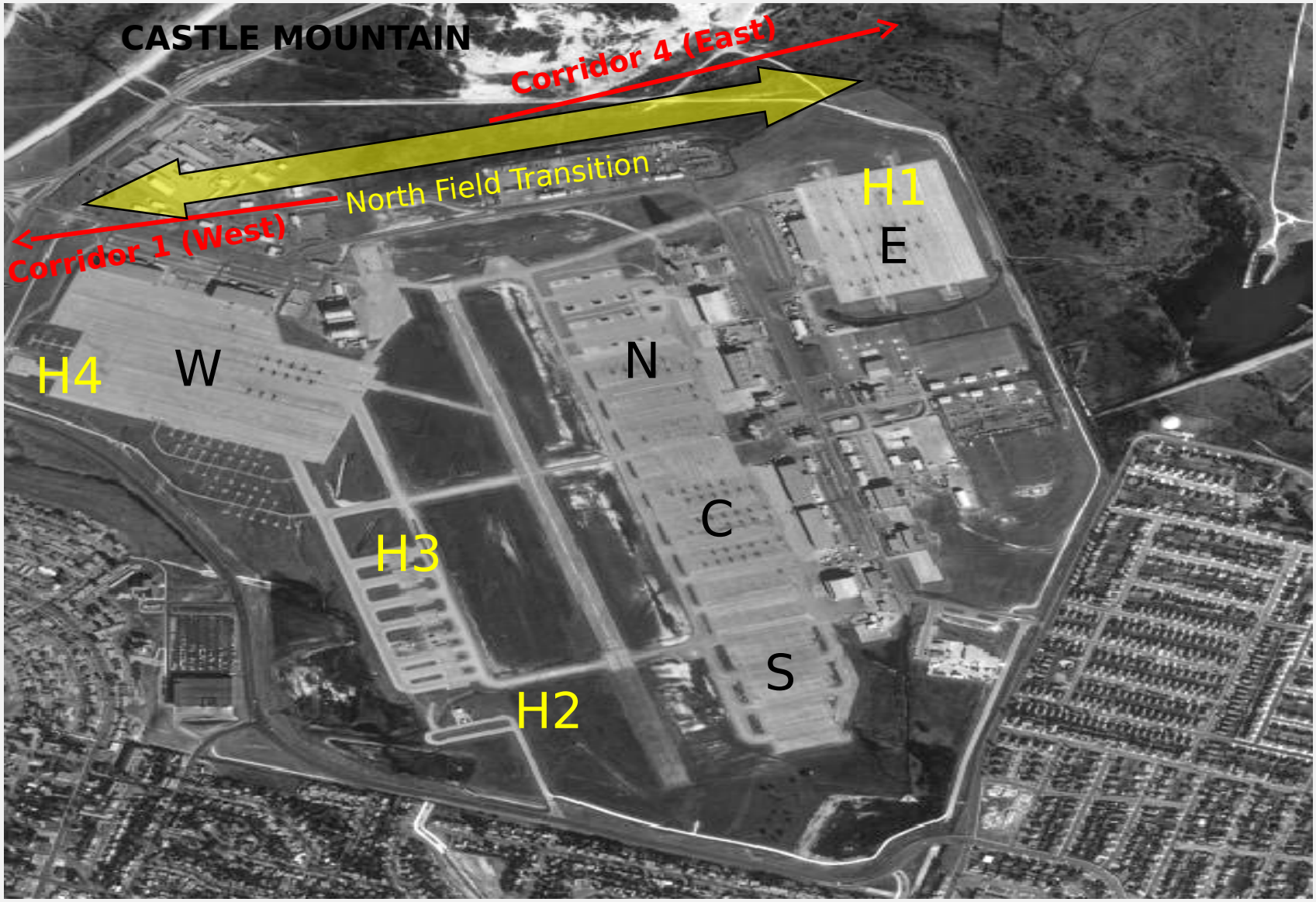
- TWR: 119.65/269.45 CTAF: 119.65*
- GND: 133.85/225.40

- Traffic Pattern: 1500’, (Irregular)
- Two A/C maximum to runway
- Landing light ON for ALL night operations
- Landing light ON at night in airfield corridors. Max airspeed is 90 KIAS
- A/C may depart HAAF (Day/Night) via checkpoint Bridge at or below 200’
- Use of corridors East and West are mandatory for entry to H

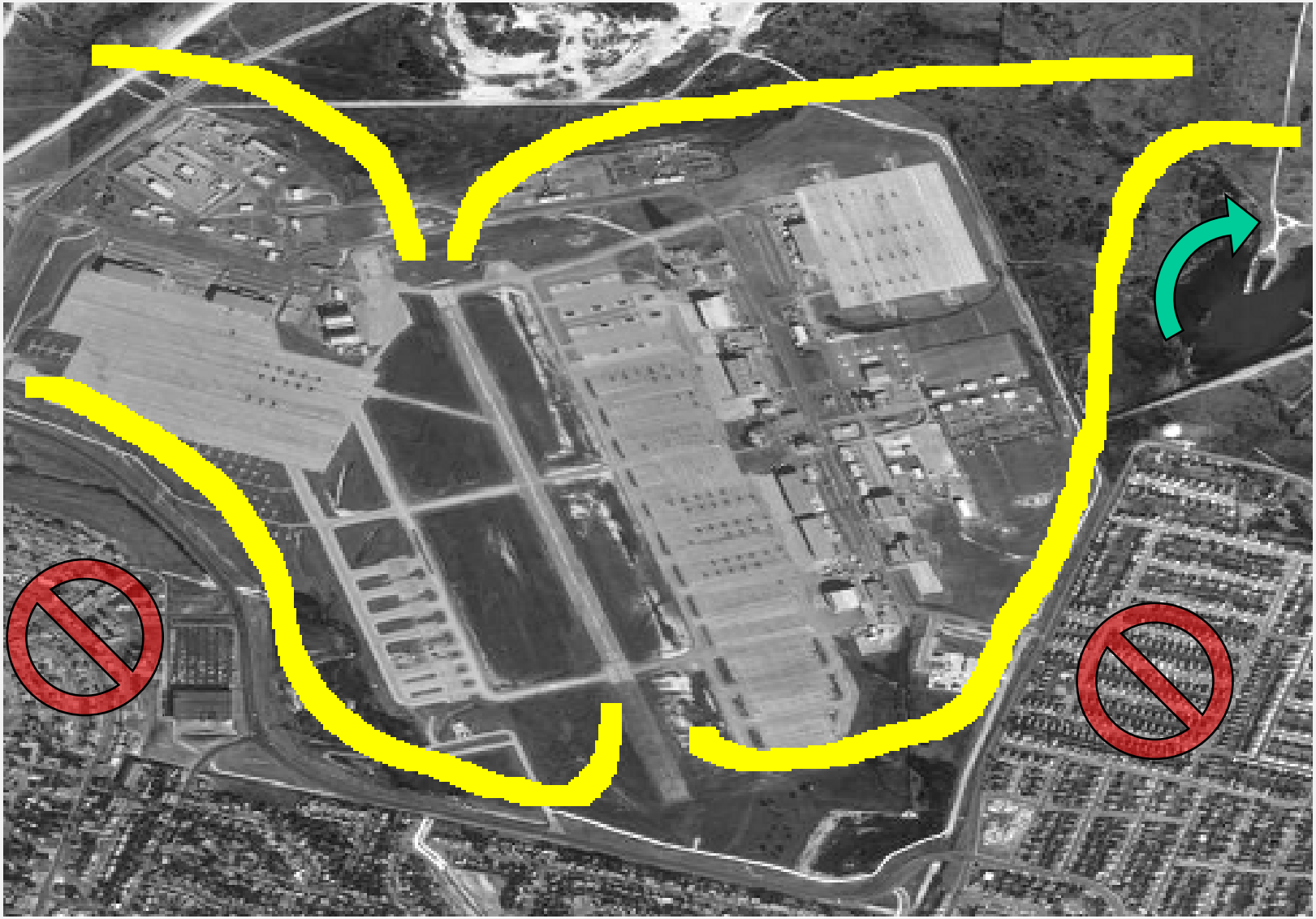


*SVFR Clearance required if Wx less than VFR

Hood AAF (HLR)


CASTLE MOUNTAIN
Corridor 4 (East)
North Field Transition
Corridor 1 (West)
H1
E
H4
W
N
C
H3
S
H2

Traffic Pattern (Irregular)

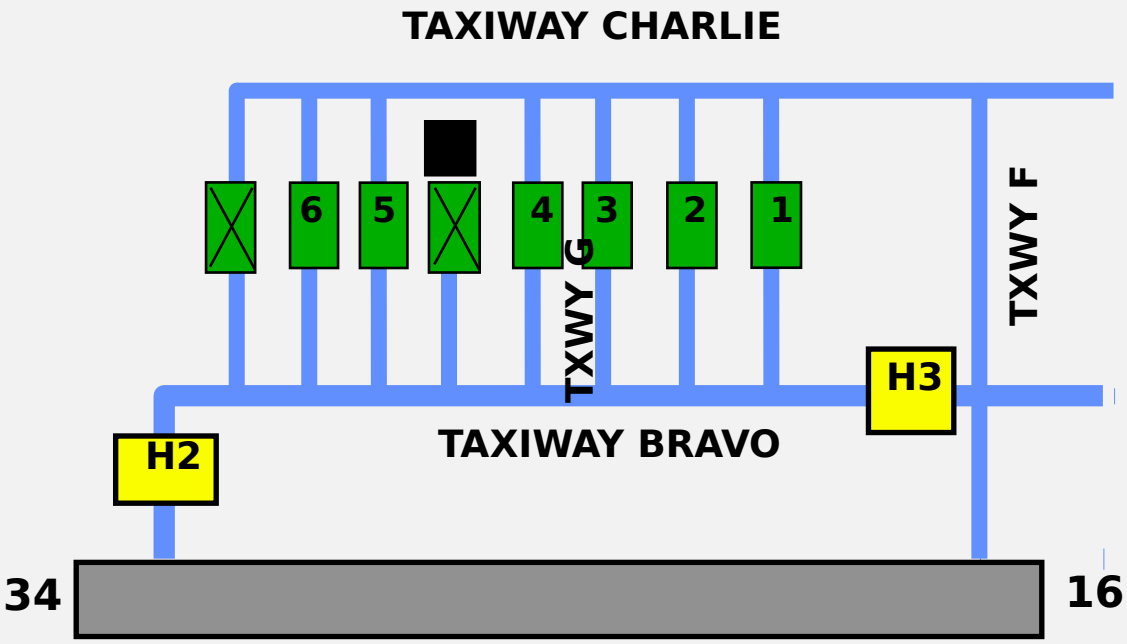


Corridor 1 (West)

HAAF Refueling

Fuel Card Required

HOOD AAF RAPID REFUEL



Local Airspace (GRK)

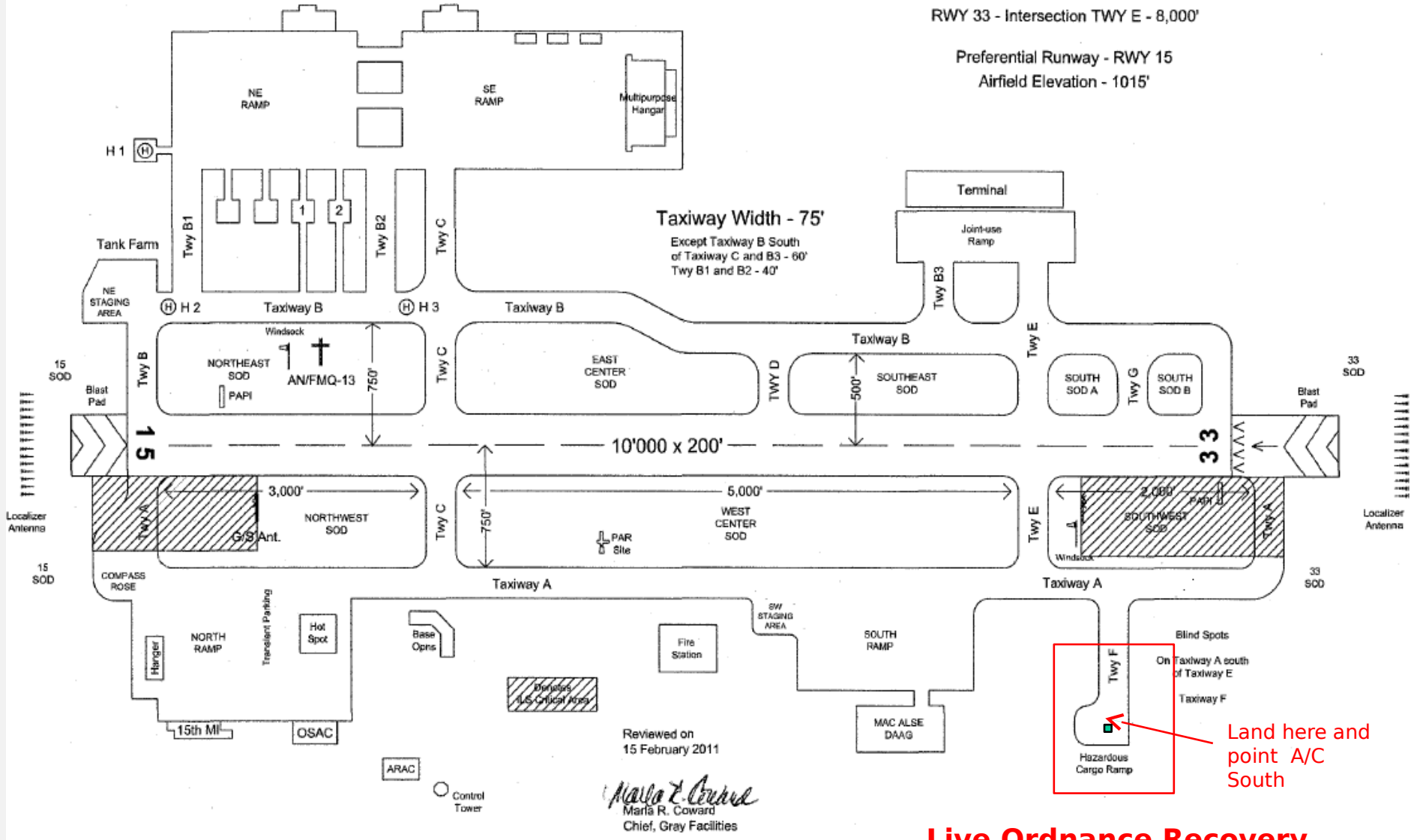
RWY 15 - Magnetic Heading 152°
RWY 33 - Magnetic Heading 332°
Survey Date: 6 March 2006

Robert Gray Airfield Diagram

INTERSECTION DEPARTURES

RWY 15 - Intersection TWY C - 7,000'
RWY 15 - Intersection TWY D - 4,600'
RWY 33 - Intersection TWY D - 5,400'
RWY 33 - Intersection TWY E - 8,000'

Preferential Runway - RWY 15
Airfield Elevation - 1015'



Land here and point A/C South

Reviewed on
15 February 2011

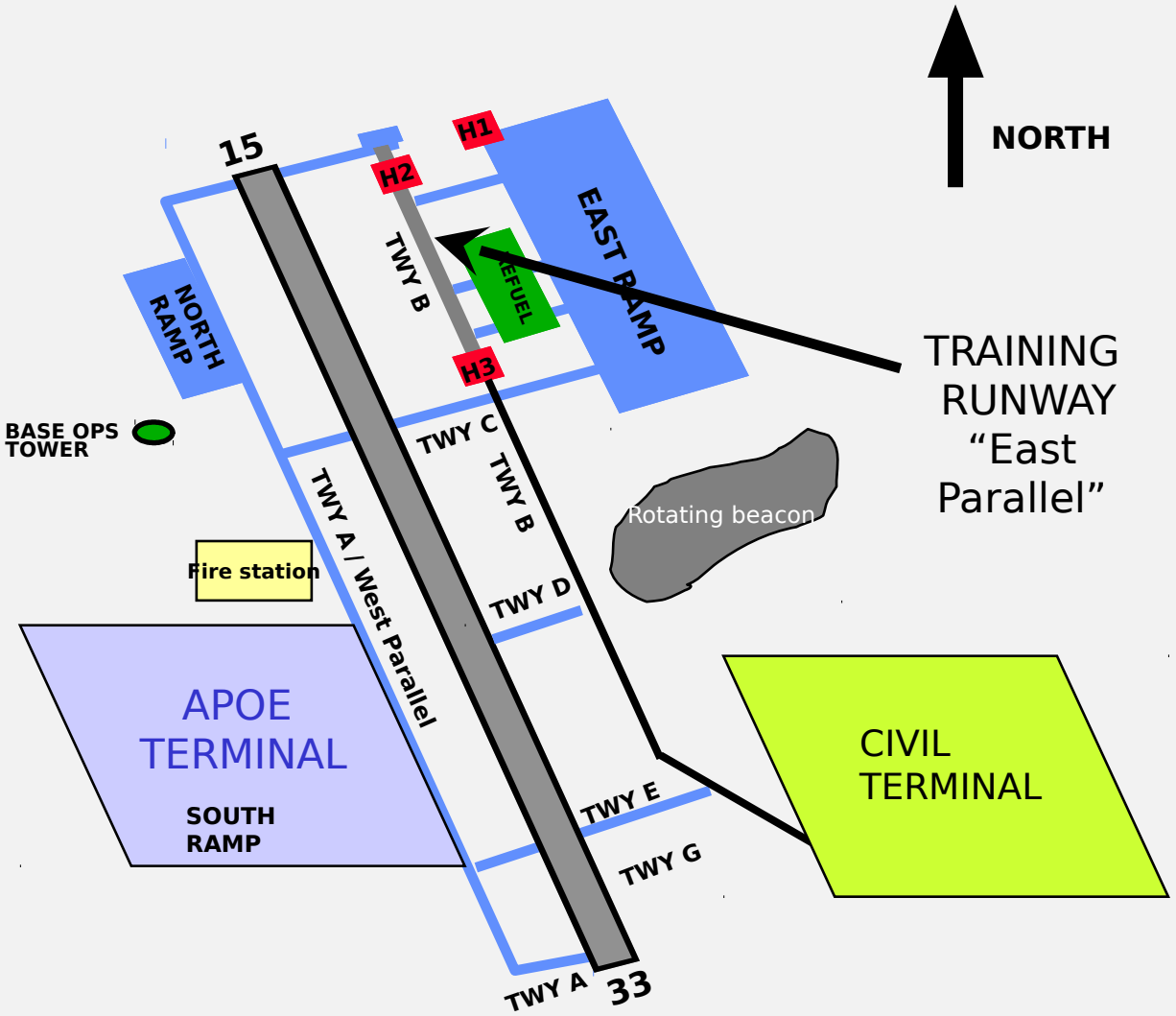
Marla R. Coward
Chief, Gray Facilities

Live Ordnance Recovery Area

Robert Gray AAF

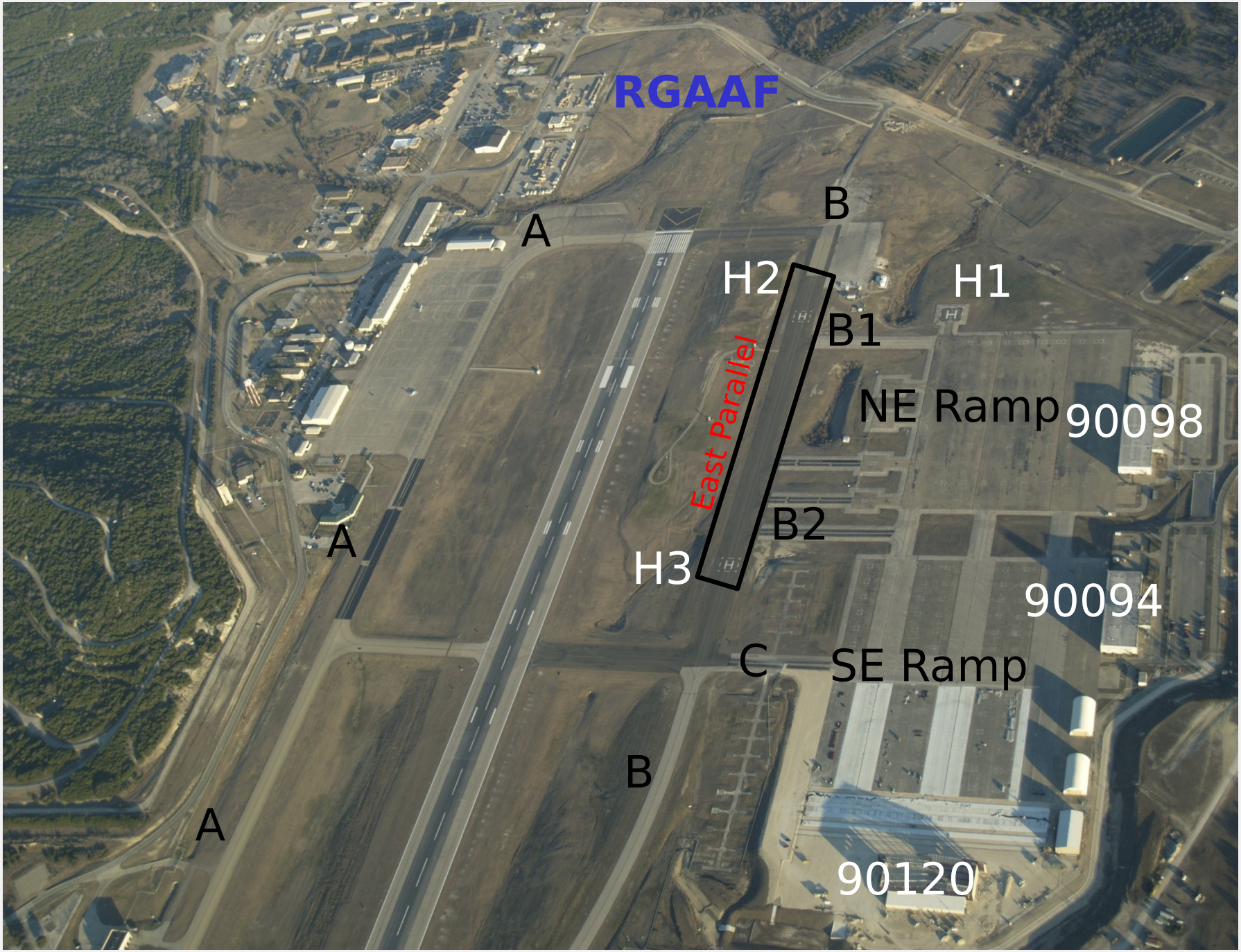
ELEV: 1015’

- Hours: 24/7
- TWR: 120.75/285.5
- GND: 126.2/299.8
- Traffic Pattern: 1500’ msl
- Maximum of six aircraft in traffic
- Landing Lt ON when entering pattern at night.
- NO FUEL

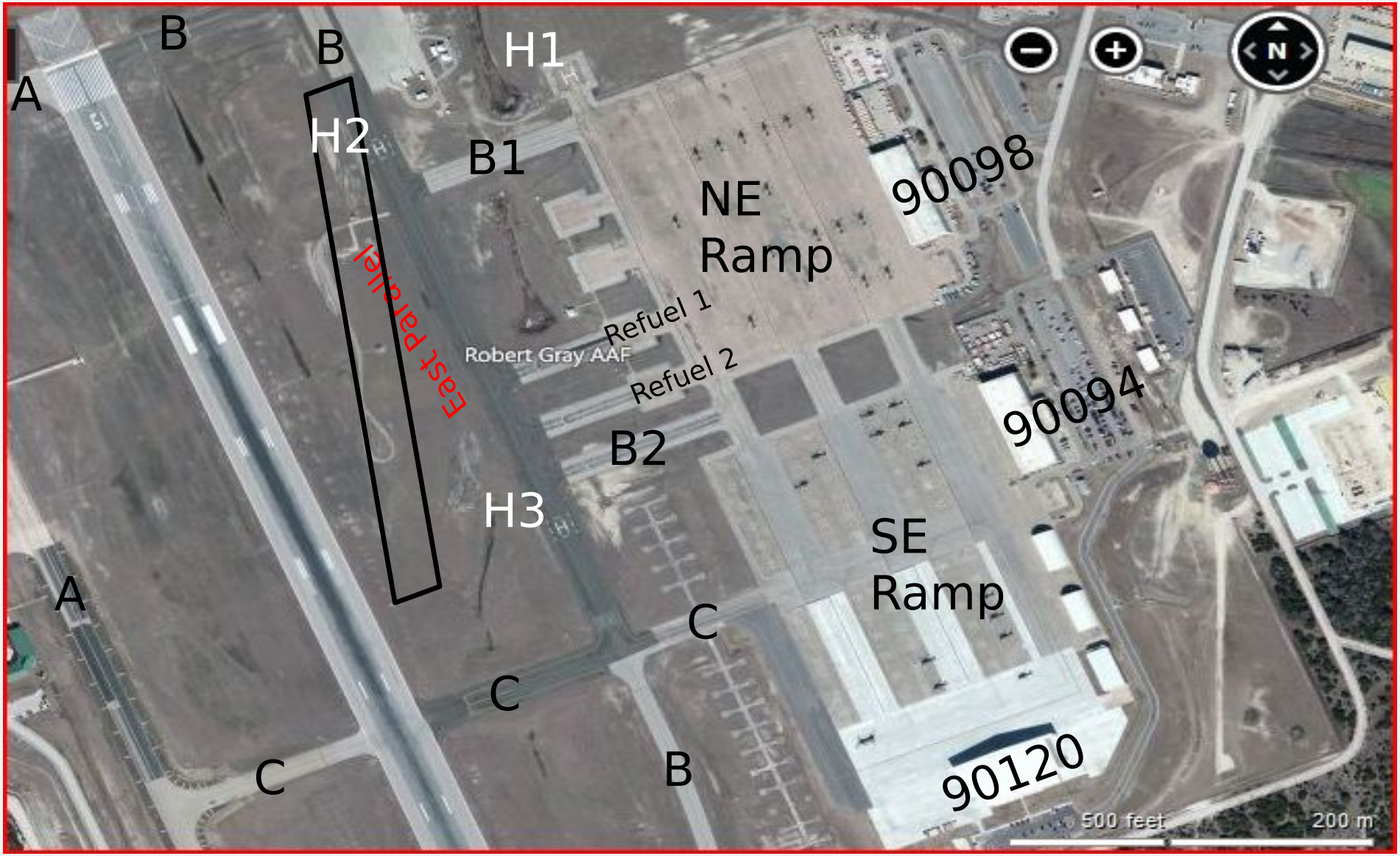


RGAAF

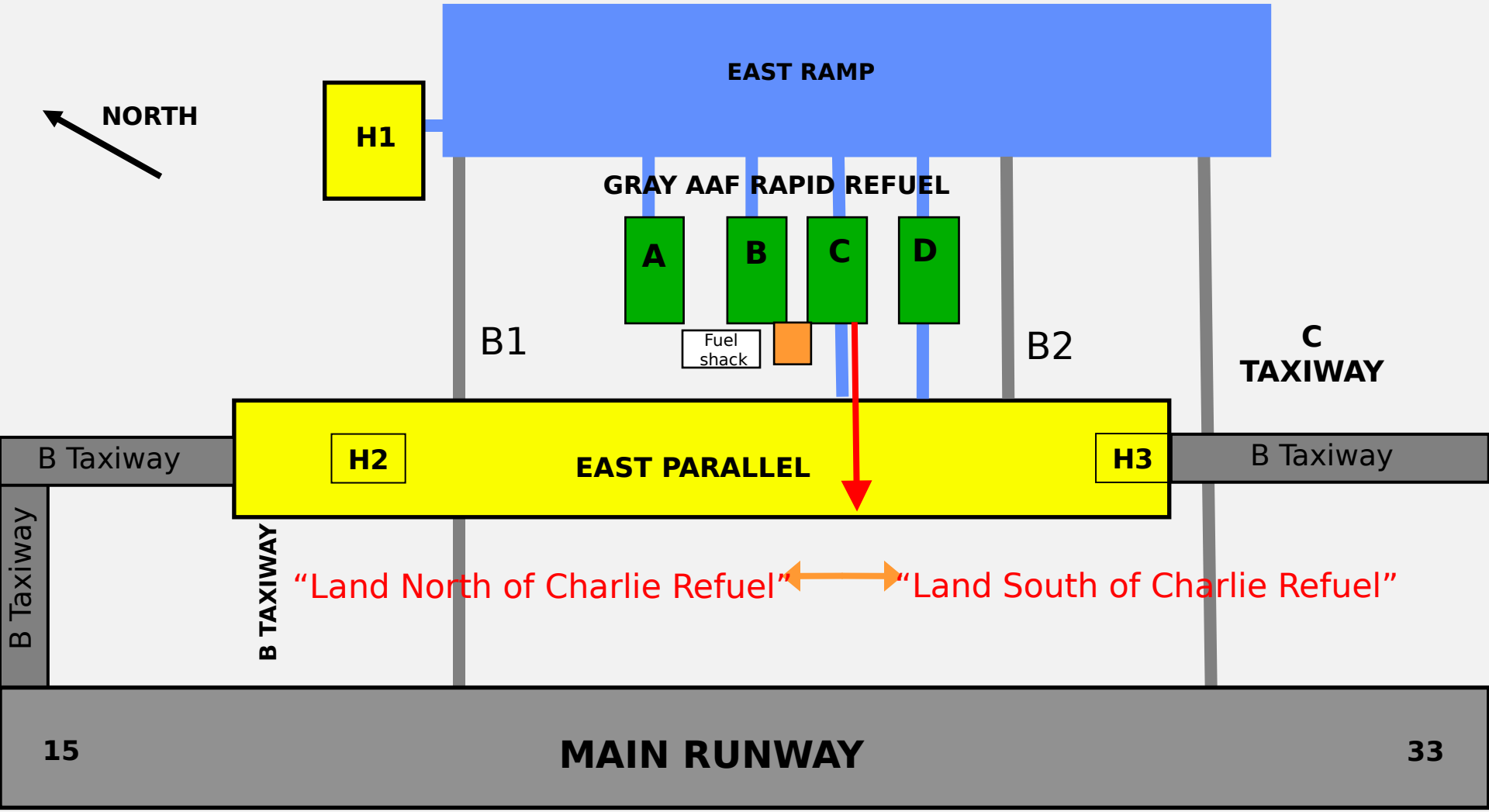
ECHO
S RAMP
BRAV
O
DELTA
CHARLIE
CHARLIE
ALPHA
West
Parallel
Control Tower
N RAMP
BRAVO
East
Parallel


RGAAF
A
B
H2
H1
B1
East Parallel
NE Ramp
90098
A
B2
H3
90094
C
SE Ramp
B
A
90120

RGAAF

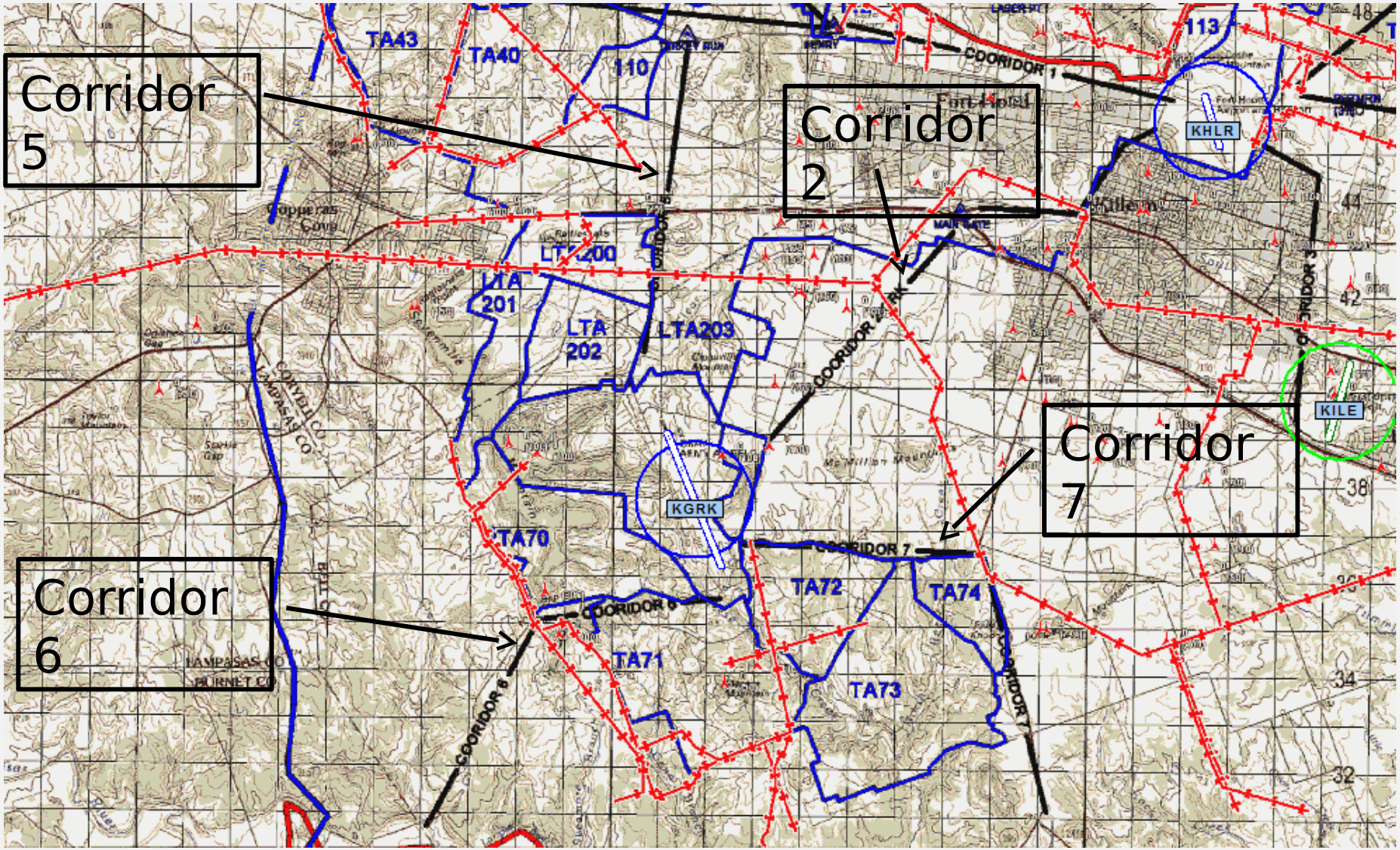

B
B
H1
A
H2
B1
NE
Ramp
90098
East Parallel
Refuel 1
Robert Gray AAF
Refuel 2
90094
B2
H3
SE
Ramp
A
C
C
C
B
90120
500 feet
200 m

Gray East Parallel



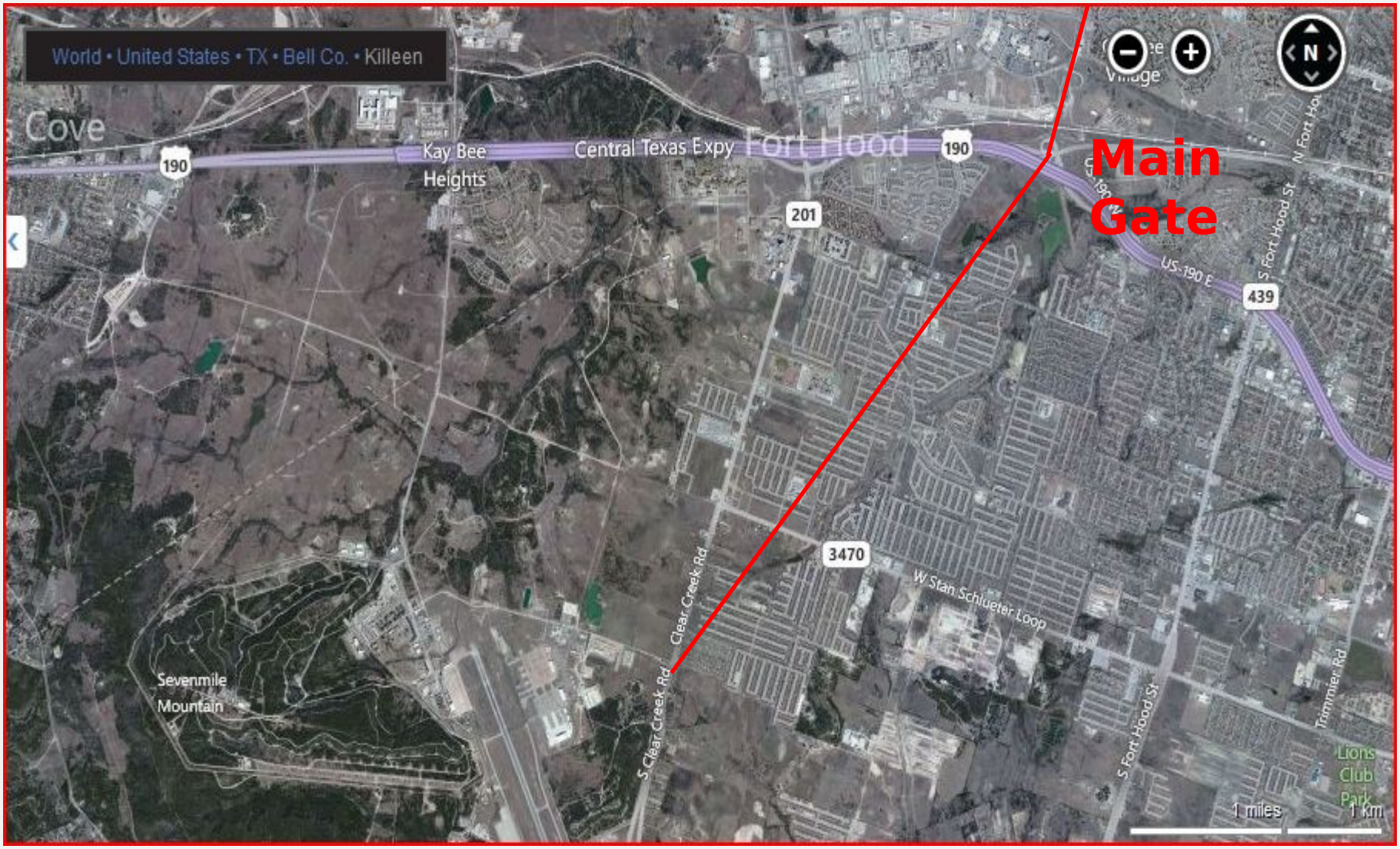
GRK CORRIDOR REVIEW

Only mandatory when RGAAF is SVFR


Corridor 5
Corridor 2
Corridor 7
Corridor 6
TA43
TA40
110
113
KHLR
KILE
KGRK
LTA 201
LTA 202
LTA203
TA70
TA71
TA72
TA73
TA74
CORRIDOR 1
CORRIDOR 2
CORRIDOR 3
CORRIDOR 6
CORRIDOR 7
Killeen
Fort Hood
Copperas Cove
Belton
Temple
Salado
Florence
Jarrell
Georgetown
Round Rock
Austin
Bartlett
Granger
Taylor
Hutto
Pflugerville
Manor
Elgin
Bastrop
Lexington
Smithville
Giddings
Lincoln
Caldwell
Lockhart
Luling
Gonzales
Seguin
New Braunfels
San Marcos
Kyle
Buda
Dripping Springs
Wimberley
Blanco
Johnson City
Fredericksburg
Stonewall
Llano
Burnet
Marble Falls
Lake Travis
Lake Georgetown
Lake Granger
Lake Belton
Lake Stillhouse Hollow
Lake Somerville
Lake Buchanan
Inks Lake
Lake LBJ
Lake Marble Falls
Lake Travis
Lake Austin
Lake Walter E. Long
Decker Lake
Walnut Creek
Brushy Creek
Salado Creek
Cowhouse Creek
Nolan Creek
Leon River
Lampasas River
San Gabriel River
Colorado River
Pedernales River
Llano River
Blanco River
Guadalupe River
San Marcos River
Comanche Gap
Sonora Gap
Enchanted Rock
Packsaddle Mountain
Mt Bonnell
Mt Larmar
Mt Barker
Mt Bluff
Mt Sharp
Mt Pleasant
Mt Vernon
Mt Olivet
Mt Zion
Mt Hope
Mt Carmel
Mt Calvary

Corridor 2

Direct from Main Gate to Traffic Pattern entry
1500’ inbound to GRK, 1800’ Outbound



Local Airspace (TPL)

Draughon-Miller Regional (Temple)

ELEV 682’ msl

FW TP Alt 1700 ft
RW TP Alt 700 ft AGL

UNICOM 123.00
(Caution: other airports)

AWOS-3 134.975

Crash/Rescue Avail

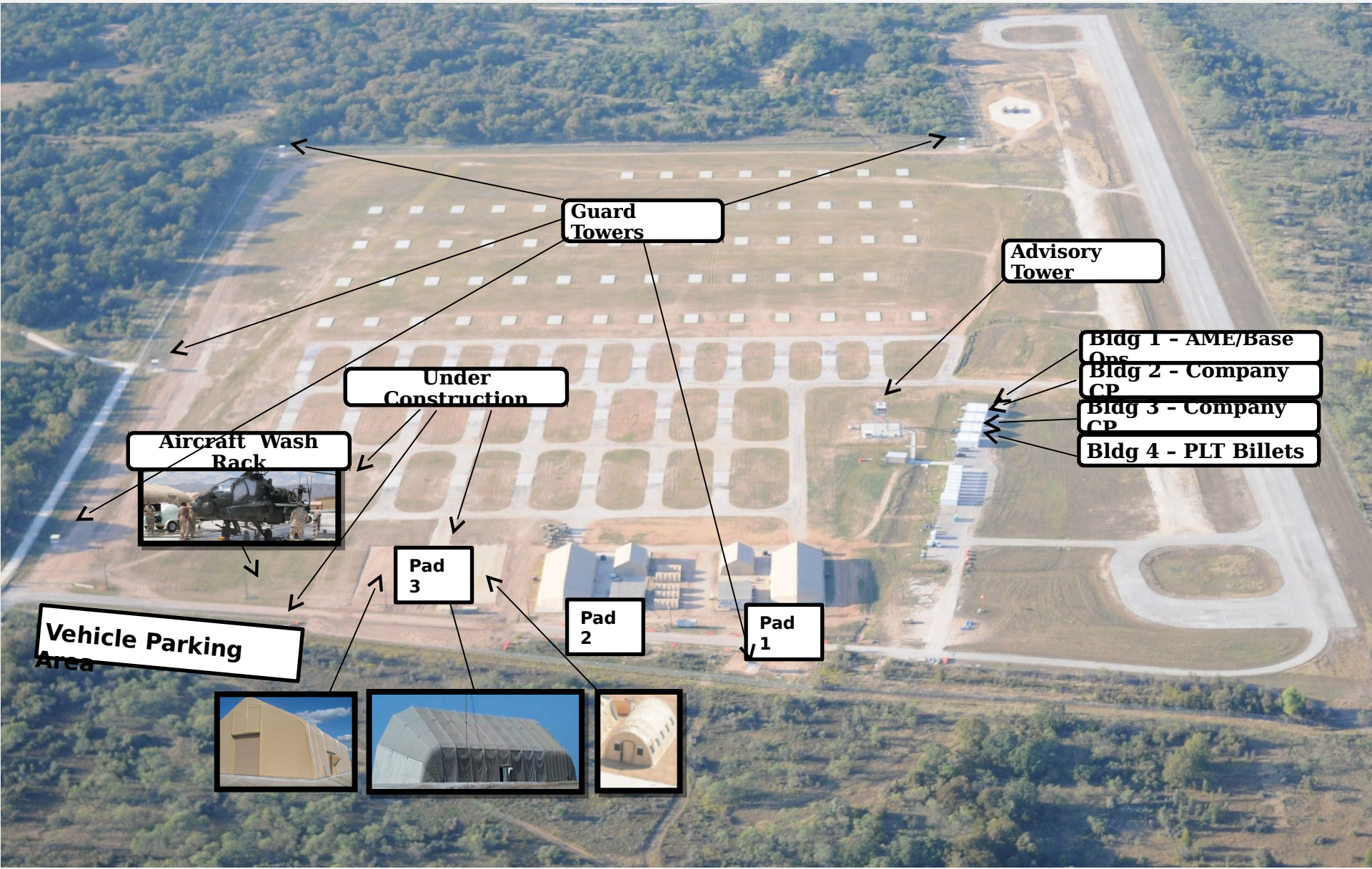
PCL
3 Clicks in 5 Sec (Low)
5 Clicks in 5 Sec (Med)
7 Clicks in 7 Sec (High)

US AIR Card Required For Fuel

Fly Friendly

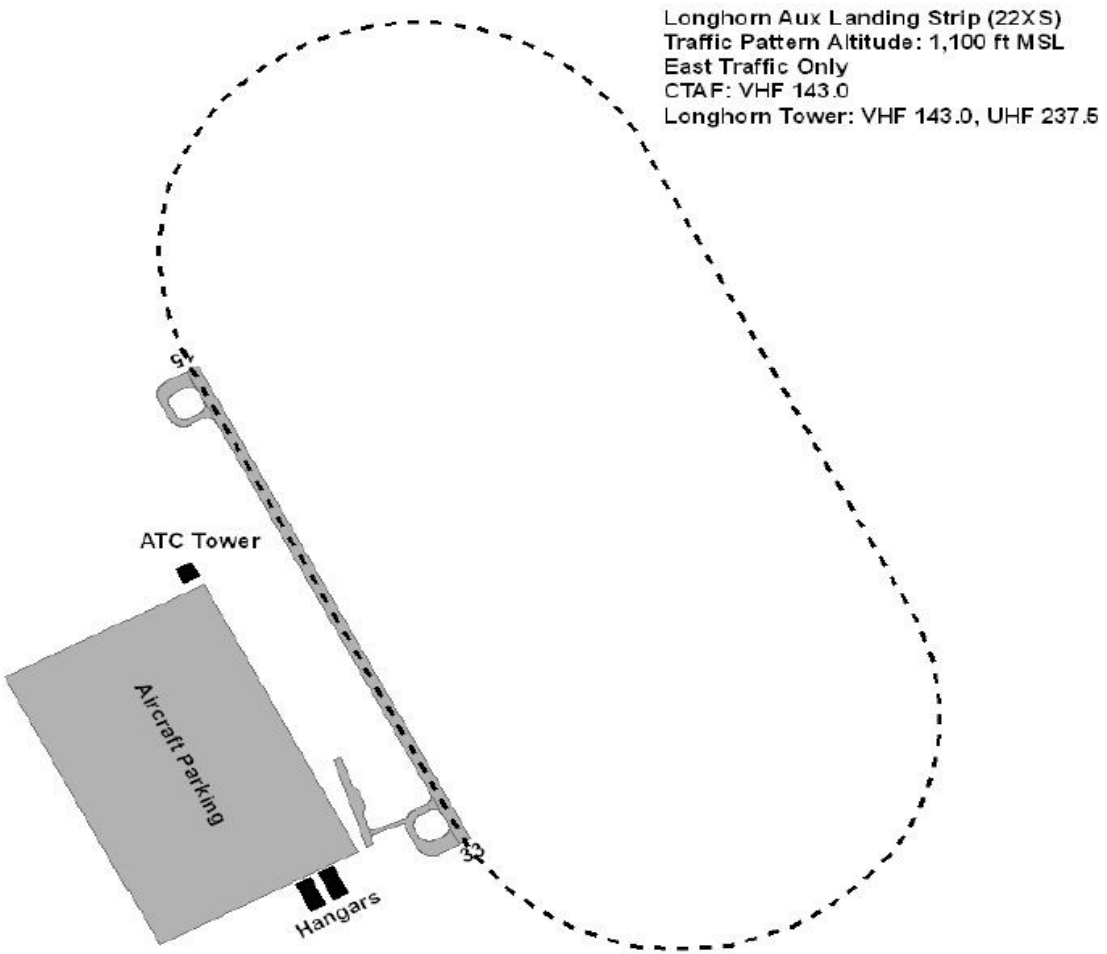
Longhorn Airstrip

Traffic Pattern Alt. 1100’MSL, East Traffic only



Longhorn Airstrip

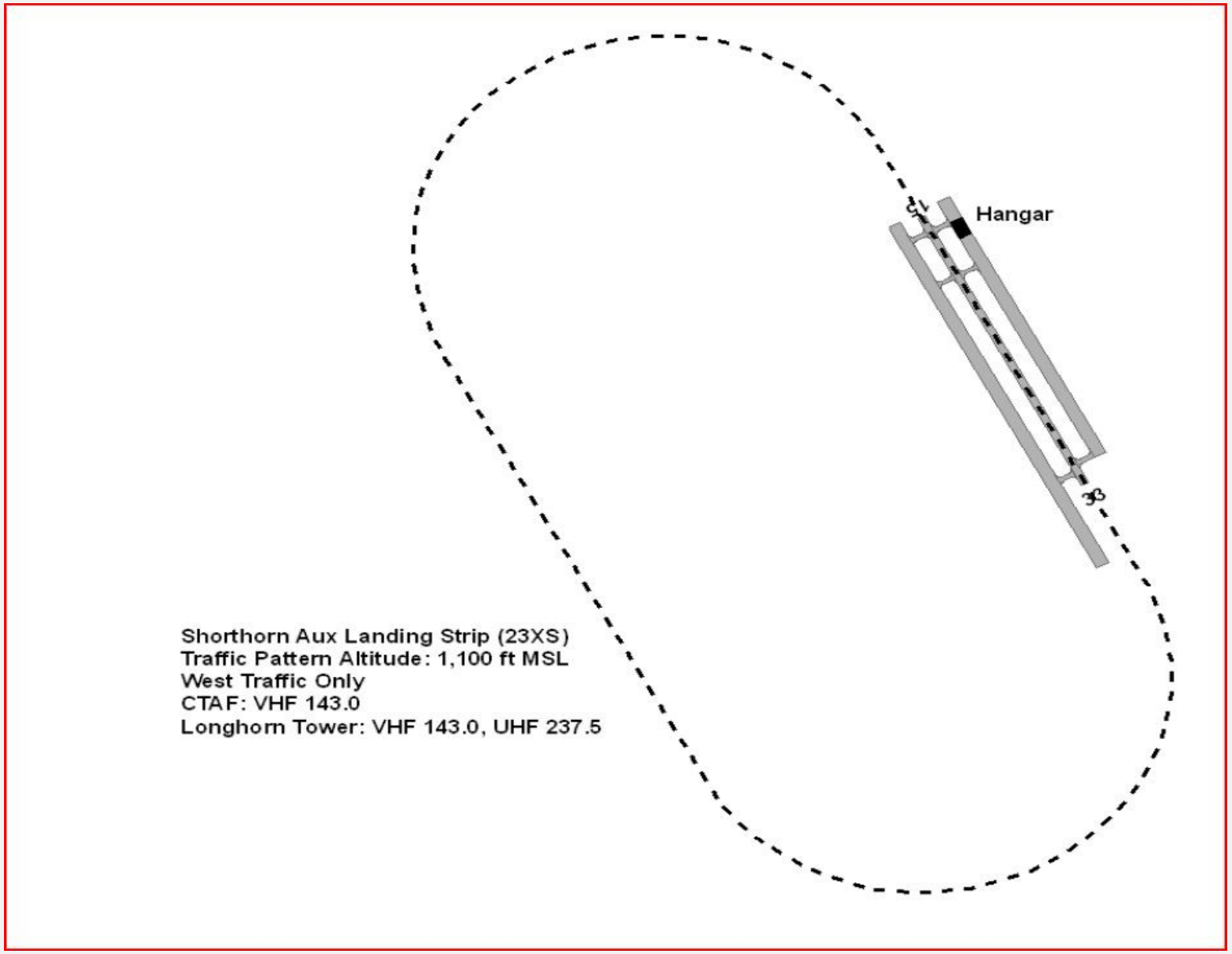
Traffic Pattern Alt. 1100’MSL, East Traffic only



Traffic Pattern, 1100’ MSL, East traffic only
Frequency: CTAF/UNICOM VHF 143.0 (143.0 or 237.5 when tower is manned)

Shorthorn Airstrip

Traffic Pattern Alt. 1100’MSL, West Traffic only


Hangar
Shorthorn Aux Landing Strip (23XS)
Traffic Pattern Altitude: 1,100 ft MSL
West Traffic Only
CTAF: VHF 143.0
Longhorn Tower: VHF 143.0, UHF 237.5

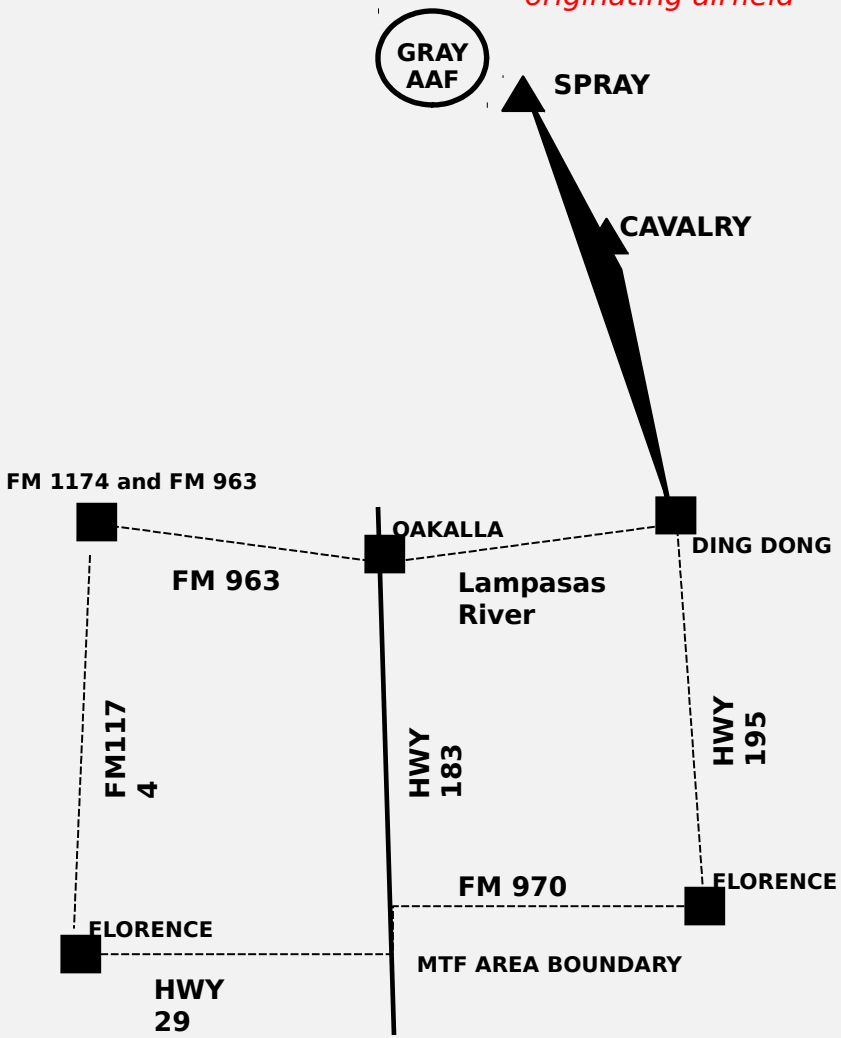
Maintenance Test Flight Procedures

- Conduct maintenance test flights under VFR conditions during daylight hours.
  - Other than VFR will require unit commander approval
- Conduct test flights in the appropriate test flight area; terminate at the point of origin and restrict flights to 2.5 hours.
  - Fixed wing aircraft may request an extention
  - Flights originating at HAAF may terminate at RGAAF and vice versa
- Do not conduct test flights involving maximum torque airspeed checks to the south while in a HAAF traffic pattern. Flight checks in excess of 90KIAS to the north require tower approval.
- During test flights in the approved areas; flight follow with Gray Approach or Hood Radio and monitor 44.40.
- Perform the first auto-rotational RPM check of the day on any aircraft following main rotor maintenance to an airfield with crash rescue and designated for emergency procedures training.
- File flight plans with RGAAF Operations by telephone or with the control tower using test pilot call signs.
- Test flight call signs are used only for MTFs and MOCs.
  - MEs may use test flight call signs while conducting training or evaluations.

MTF AREA (west side)

44.40

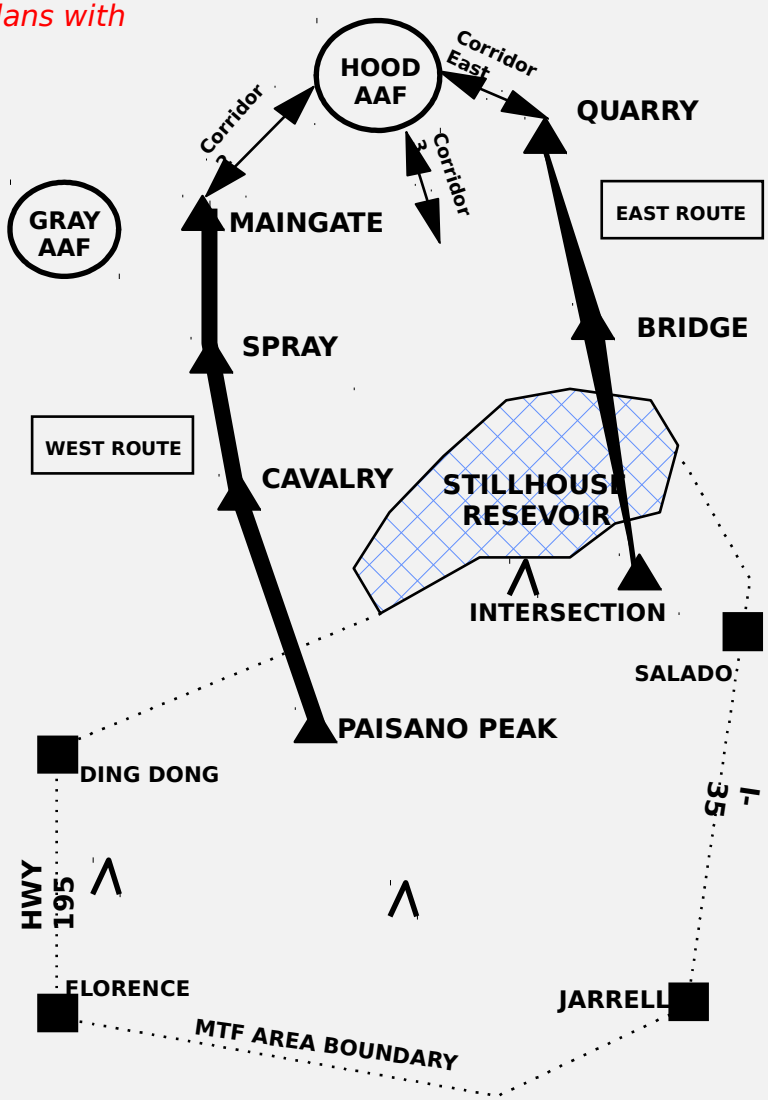
*NOTE: MPs **must** close-out flight plans with originating airfield*



- VFR conditions, daylight only
- Duration: 2.5 hour or less

MTF AREA (east side)

44.40



Flight Follow with Gray Approach or Hood Radio and monitor 44.40

VFR vs “LOCAL” Flight Plans

- VFR
  - VFR – Flights that terminate or involve engine shutdown outside the FH/WTA require a DD Form 175 (non Local)

- “Local”
  - Is not entered into the FAA or FSS system
  - Originates and terminates within Fort Hood (FH) or WTA location
  - Can be a flight outside of FH or WTA that does not involve engine shutdown
  - Flights to San Angelo and Brownwood can be “local” as long as you list a WTA in the route of flight
  - Flights to Temple and Killeen can be “local” but must show HAAF or RGAAF in the “TO” block

- IFR
  - Requires a DD Form 175 completed IAW FLIP and GP
  - -1 Weather Briefing required when outside an 80NM radius of III Corps HQ

VFR vs “LOCAL” Flight Plans

(Notes from the airfield manager)

Local

- Local flight plans are retained at Gray Operations and must be opened and closed with Gray Operations. They are NOT transmitted to any agency outside of Gray Operations. This is an automatic operation when you depart/arrive at Hood or Gray as long as your Local flight plan has been faxed/transmitted to Gray Operations and the tower is operational at Hood (if you are departing/arriving at Hood) or Gray (if you are departing/arriving at Gray). If the tower is closed at the time of your departure/arrival, it is your responsibility to ensure that your flight plan has been opened/closed. This can be accomplished by you or your unit flight operations by telephone or by a radio call to Gray Pilot to Dispatch. Basically, don’t call a Flight Service Station or 1-800-WX-BRIEF to open or close a local flight plan. They will not have it.

VFR

- VFR flight plans (We usually refer to as cross country flight plans or other than VFR local flight plans) are received by Gray Operations and transmitted through the Flight Service system to your destination. Your VFR flight plan will automatically be opened by Gray Operations when you depart Gray AAF or Hood AAF so long as the tower where you depart is operational. If the tower where you depart (Hood or Gray) is closed when you depart, it is, once again, your responsibility to ensure that your flight plan has been opened. This can be accomplished by you or your unit flight operations by telephone or by a radio call to Gray Pilot to Dispatch (125.050). Your flight plan will NOT be automatically closed at your destination unless that destination is a military airfield that has an operational base ops. Upon arrival you may close your flight plan with any Flight Service Station on the local frequency or by phone by calling 1-800-WX-BRIEF or, if you call Gray Operations by phone (254-299-9200), they will be glad to close your VFR flight plan.

Sample “Local” Flight Plan

AUTHORITY: 10 USC 8012 and EO 9397
PRINCIPAL PURPOSE: To aid in the accurate identification of personnel participating in the filed flight.

PRIVACY ACT STATEMENT
ROUTINE USES: To provide data required to process flight plans with appropriate air traffic service authorities. A file is retained by the agency processing the flight plan.
DISCLOSURE: Voluntary; however, failure to provide the SSN could result in denial of flight Plan processing.

DATE	AIRCRAFT CALL SIGN	AIRCRAFT DESIG AND TD CODE
12 DEC 11	R85539	H64/U

BASE OPERATIONS USE

	TYPE FLT PLAN	TRUE AIR SPEED	POINT OF DEPARTURE	PROPOSED DEPARTURE TIME (Z)	ALTITUDE	ROUTE OF FLIGHT	TO	ETE
	V		GRK	1600	15	LOCAL (LG 1-7, WTA 100, TPL, HLR, GTU, AUS)	GRK	3+00

REMARKS

PC CELL- 254-290-####

GRK-S

RANK AND HONOR CODE

FUEL ON BD	ALTN AIRFIELD	ETE TO ALTN	NOTAMS	WEATHER	WT AND BALANCE	AIRCRAFT SERIAL NUMBER, UNIT, AND HOME STATION
2+40	N/A	N/A	CSH	CSH	2DEC11/GRK	08-5539 / 21 CAV/GRK

SIGNATURE OF APPROVAL AUTHORITY	CREW/PASSENGER LIST	ACTUAL DEP TIME	BASE OPERATIONS USE
CW4	ATTACHED / SEE MANIFEST	(Z)	

DUTY	NAME AND INITIALS	RANK	SSN	ORGANIZATION AND STATION
PILOT IN COMMAND	HAVER, C.S.	CW4	ON FILE GRK	HHT, 21 CAV / GRK
PI	GOODE, J.A.	CW4	ON FILE GRK	HHT, 21 CAV / GRK

DD Form 175, MAY 86 Previous editions are obsolete. MILITARY FLIGHT PLAN

Emergency Procedures Training
(Where to train)

RGAAF is the primary location for emergency procedure training.

Airfields designated for emergency procedures training which meet the

requirements of AR 95-1.

Landing strips 12, 22, 41, Antelope DZ and Rapido DZ.

(FH95-1, Apr 13)

All rotary wing emergency procedure training will be conducted IAW AR 95-1.

Multi-engine emergency procedure training conducted to the ground may be conducted at any suitable airstrip, landing strip or airfield in the local flying area. Commanders may authorize multi-engine emergency procedure training conducted to the ground to any suitable airstrip, landing strip or airfield outside the local flying area on a case by case basis.

(FH95-1, Apr 13)

Weather Briefing Requirements

- All VFR and IFR flight plans require a weather brief from an appropriate weather facility.
- Briefings may be in person, telephonically, or through the use of an automated weather dissemination system (AWDS) or military aviation information system (MAIS).
- All IFR flights that exceed an 80 nautical mile radius from III Corps HQ require a completed 175-1.
- Local weather briefings will be provided by the 3rd Weather Squadron here at Fort Hood, (254) 288-9620 or (254)-288-9400.

Sample MEF

CALL 3 WS AT DSN 738-9620/9400, COM 288-9620/9400 FOR AN OFFICIAL FLIGHT WEATHER BRIEF

CLICK HERE FOR LATEST WEATHER WATCHES, WARNINGS, AND ADVISORIES (OR GO TO 3 WS WEBPAGE)

FORT HOOD MISSION PLANNING/EXECUTION FORECAST	#01	C	REVISION #	1

FORECASTER	MR. BEATY	VALID TIME:	01/1900Z - 02/0400Z	REVISION TIME:	1905Z
WEBSITE	www.hood.army.mil/3ws	MONTH	DEC	YEAR	2011

SOLAR/LUNAR DATA (ALL TIMES LOCAL)

BMNT	SR	SS	EENT	MR	MS	ILLUM	MOON ANGLE ≥30 DEG
02/0616	02/0713	01/1729	01/1825	01/1213	02/0009	39%	01/1447 - 01/2134

Your Feedback is important! Let us know how we're doing!

FLIGHT LEVEL WIND AND TEMP (°C) - LOCAL FLYING AREA

500' (AGL)	1000' (AGL)	2000' (AGL)	3000' (AGL)	5000' (MSL)	6000' (MSL)	8000' (MSL)	10000' (MSL)
140/15	150/15	160/20	180/25	200/30	210/25	220/20	220/15
+17	+15	+13	+11	+9	+11	+8	+4

SPACE WEATHER EFFECTS

GPS	G	Unlikely Degradation
UHF	G	Unlikely Degradation
HF	G	Unlikely Degradation

MINIMUM FREEZING LEVEL (MSL)	12000 Ft	GRAY METRO PMSV 306.5 UHF/41.2 FM

FLIGHT HAZARDS WITHIN ~150NM OF FORT HOOD (LOCAL FLYING AREA IAW FHR95-1)

HAIL, SEVERE TURBULENCE & ICING, HEAVY PRECIP, LIGHTNING & WIND SHEAR EXPECTED IN & NEAR THUNDERSTORMS

HAZARD	LEVEL (MSL)	INTENSITY/COVERAGE	LOCATION
TSTMS	MAX TOPS		NONE
ICING	180 - 210	LGT RIME	WESTERN & NORTHERN SECTION OF LOCAL FLYING AREA
TURBC CAT II			NONE
TURBC CAT I	020 - 050	LGT	ENTIRE LOCAL FLYING AREA

CAT II AIRCRAFT (UH-60, AH-64, CH-47, BE-20, UC-35, C-208) // CAT I AIRCRAFT (UH-1, OH-58, HUNTER UAS, SHADOW UAS)

NOTE: AN AIRCRAFT'S WEIGHT, AIRSPEED, AND/OR ALTITUDE MAY CHANGE ITS TURBULENCE CATEGORY FROM ITS DEFAULT VALUE

RGAAF AND HAAF TAKEOFF AND LANDING DATA

VALID TIME	MIN ALSTG	MAX TMP		RGAAF (KGRK)		HAAF (KHLR)	
		C	F	MAX PA	MAX DA	MAX PA	MAX DA
1600Z - 1900Z	30.06 INS	18	64	887 Ft	1718 Ft	796 Ft	1605 Ft
1900Z - 2200Z	30.03 INS	19	66	914 Ft	1883 Ft	823 Ft	1770 Ft
2200Z - 0100Z	30.03 INS	19	66	914 Ft	1883 Ft	823 Ft	1770 Ft
0100Z - 0400Z	30.07 INS	17	63	877 Ft	1576 Ft	786 Ft	1463 Ft
0400Z - 0700Z	30.12 INS	16	61	831 Ft	1388 Ft	740 Ft	1275 Ft
0700Z - 1000Z	30.12 INS	15	59	831 Ft	1258 Ft	740 Ft	1145 Ft
1000Z - 1300Z	30.12 INS	14	57	831 Ft	1127 Ft	740 Ft	1014 Ft
1300Z - 1600Z	30.17 INS	15	59	785 Ft	1201 Ft	694 Ft	1088 Ft

FT HOOD RESERVATION FORECAST (INCLUDES RGAAF, HAAF, AND TEST AREAS III AND V)

TIME (Z)	WIND (KTS)	VISIBILITY/WEATHER	CLOUDS/CEILINGS (AGL)
19Z - 21Z	120/10	7	BKN020 BKN040
21Z - 02Z	120/10	7	SCT020 BKN040
02Z - 04Z	110/08	7	BKN015 OVC020

NOTE: ABOVE CONDITIONS ARE THE MINIMUM EXPECTED

FORECAST FOR FORT HOOD RESERVATION WILL BE AMENDED FOR:

CEILINGS 3000', 1000', AND 500'
VISIBILITY 3 MILES AND 1/2 MILE
THUNDERSTORMS
MODERATE OR GREATER ICING/TURBULENCE

FORT HOOD RESERVATION 24-HR PLAIN LANGUAGE FORECAST	MOSTLY CLOUDY TO CLOUDY SKIES TODAY WITH WINDS FROM THE SOUTHEAST AT 8-15 KTS. OVERNIGHT EXPECT CLOUDY SKIES WITH WINDS FROM THE EAST-SOUTHEAST AT 5-10 KTS. BY EARLY TOMORROW MORNING EXPECT SOME VISIBILITY RESTRICTIONS TO 3-5 MILES WITH LIGHT DRIZZLE AND MIST.

WESTERN TRAINING AREA FORECAST

ROUTE	WIND / VISIBILITY / SIG WEATHER / SKY CONDITION (AGL)
YELLOW ROUTE	140/10 7SM BKN025 BKN030 (BY 22Z) 120/08 7SM SCT025 BKN040
RED ROUTE	140/10 7SM BKN025 BKN030 (BY 21Z) 120/08 7SM SCT025 BKN040
BLUE ROUTE	140/10 7SM SCT020 BKN030 (BY 20Z) 120/08 7SM SCT030
GREEN ROUTE	140/10 7SM SCT020 BKN030 (BY 20Z) 120/08 7SM SCT030

NOTE: ABOVE CONDITIONS ARE THE MINIMUM EXPECTED

CALL 3 WS AT DSN 738-9620/9400, COM 288-9620/9400 FOR AN OFFICIAL FLIGHT WEATHER BRIEF

CLICK HERE FOR LATEST WEATHER WATCHES, WARNINGS, AND ADVISORIES (OR GO TO 3 WS WEBPAGE)

Weather Definitions

- Warning
  - A special notice given when a ***weather condition of such intensity as to pose a hazard to property or life is occurring or may occur***.
  - The warning defines aerial coverage and may include only certain areas of the Fort Hood complex, the entire complex to include RGAAF and HAAF, the main cantonment area, and the training reservation.
  - With the exception of lightning warnings and thunderstorm warnings for the WTA, only one weather warning is valid at a time, however, the warning may contain more than one weather phenomena.

Weather Definitions

- Advisory
  - A special notice provided to a supported agency that alerts them to weather conditions that affect their operations. Advisories alert supported agencies that weather conditions are occurring which could affect their operations.
  - Weather phenomena detailed in the weather advisory may not be in evident in the entire

    advisory area.
    - Area weather advisories, unless specified otherwise in the text of the advisory, are valid for the area enclosed by a circle of ***50 nautical mile radius*** centered on Building 1001 on Fort Hood.
    - Terminal weather advisories are valid for areas enclosed by a circle of ***5 nautical mile radius*** centered at HAAF or RGAAF or both.

Weather Definitions

- Watch
  - A weather watch is a special notice provided to a supported agency to alert that agency of the ***potential for severe weather before actually issuing a weather warning***.
  - A watch provides ***advanced notice*** of the potential for those extremely hazardous weather phenomena that are disruptive to operations.
  - Weather watches do not indicate severe weather is imminent, only that the ***potential for such exists***.
  - Weather watches are valid for the entire Fort Hood complex.

Warning Tables

Table 6-1. Severe Weather Warning – High Risk

Note: Actions listed in the "Action" column apply to each of the warnings listed in the "Warning" column.

Warning	Action
1. Tornados and Tropical Storms	
2. Severe Thunderstorms: - Damaging wind 45 knots or greater and/or hail half Inch or more in diameter	* Recall/ground aircraft * Hangar and Moor aircraft * Secure equipment * Update IOC every 60 minutes until all aircraft and flight line equipment is secure.
3. Damaging surface wind not associated with Thunderstorms 45 knots or greater	

Aircraft Actions in Flight

1. Aircraft operating within R-6302, WTA or immediate area:
   a. If associate weather warning conditions are not present, immediately return to RGAAF, HAAF, or tactical field site.
   b. If associate weather warning conditions are not present, the PC will determine the best course of action and notify Hood Radio of intentions.
2. Aircraft in the local flying area (outside of 1 above): upon receipt of a warning, the PC will determine the best course of action and notify the command as soon as practicable.

Legend:

IOC – Installation Operations Center	PC – Pilot in Command
RGAAF – Robert Gray Army Airfield	HAAF – Hood Army Airfield
IAW – In Accordance With	WTA – Western Training Area

Warning Tables

Table 6-2. Severe Weather Warning – Medium Risk

Note: All of the actions listed in the "Action" column apply to each of the warnings listed in the "Warning" column.

Warning	Action
1. Moderate Thunderstorms: - High wind greater than 35 knots but less than 45 knots or greater and/or hail quarter inch or in diameter but less than half Inch or more in diameter 2. Strong surface wind not associated with thunderstorms greater than 35 knots but less than 45 knots. 3. Freezing precipitation	* Within operational capabilities of each aircraft, aviation operations in theses warning may occur; however, these mission are an automatic Medium Risk. Battalion commander (O-5) and above may approve on a case-by-case basis. * Commanders will ensure all aircraft and flight line equipment is secure.

Aircraft Actions in Flight

1. Operating within the area of the warning:
   a. If associate weather warning conditions are not present, immediately return to RGAAF, HAAF, or tactical field site.
   b. If associate weather warning conditions are not present, the PC will determine the best course of action and notify Hood Radio of intentions.
2. PCs may continue the briefed mission outside the area of the warning as long as they do not encounter weather conditions associated with the warning.

Legend:

IOC – Installation Operations Center
PC – Pilot in Command
RGAAF – Robert Gray Army Airfield
HAAF – Hood Army Airfield

Warning Tables

Table 6-3. Lightning Warning

Note: All of the actions listed in the "Action" column apply to each of the warnings listed in the "Warning" column.

Warning	Action
1. Lightning warning or observed lightning Within 5 miles (8.05 kilometers)	* All aircraft refueling will cease * Commanders will take necessary action To protect personnel and equipment.

Aircraft Actions in Flight
1. PCs will determine the best course of action to prevent airborne lightning strikes.
2. PCs will not takeoff in areas covered by a lightning warning.
3. Aircrews should avoid all known thunderstorms by at least 20 nautical miles (NM)

Legend:
PC – Pilot in Command
NM – Nautical Miles

VFR Weather Minimums

- AR 95-1 Class G Airspace

  DAY – Clear of Clouds, 1/2 mile visibility

  NIGHT- Clear of Clouds, 1 mile visibility

- Fort Hood 95-1 Class G Airspace

  DAY – Clear of Clouds, 1/2 mile visibility

  NIGHT – Clear of Clouds, 1 mile visibility

  NIGHT < 500'ceilings – terminate and recover

- SVFR for RGAAF and HAAF

  DAY – CC, No minimum ceiling, 1/2 mile visibility

  NIGHT – CC, No minimum ceiling, 1 mile visibility

Procedural Controls

Weather < 1000 - 3

- ON POST – When weather at HAAF or RGAAF is less than 1000’ ceiling or 3 miles visibility;
  - Report all intersections, altitudes, and routes
  - Report deviations to CARS altitudes
  - Below 200’ monitor TA frequency
- Use of Numbered Corridors for SVFR recovery is not mandatory

Flight Following

- On the reservation, use of Hood Radio is ***MANDATORY,*** except when under the control of HAAF or RGAAF tower, Approach Control, or Range Control for operations inside the redline.
- For multi-ship operations on the reservation, at least one aircraft in the flight will monitor Hood Radio and relay information as required.
- Multi-ship operations ***off the reservation and in the WTA*** airspace can flight follow internally ***AFTER*** notifying Hood Radio.
- Aviators may flight follow internally with their TOC during Brigade level or higher field training exercises in approved Fort Hood training areas. The TOC must monitor Hood Radio and relay pertinent data.
- Obtain Range information by telephone ***254-288-7827***, on the HLR NDB (347), or directly from Hood Radio.
- Sample initial check in with Hood Radio
  - ***Hood radio this is Longbow 85539 off of Gray for Landing Strip 12 with information Hotel***
    - Hood radio requires position reports every 30 minutes
- Transponder code within R-6302 is ***4000***.

IIMC Procedures

- Aircraft flown in weather below a 300’ ceiling in the day or a 500’ ceiling at night will have:
  - One radio tuned to RGAAF Approach Control
  - A navigation radio tuned to an appropriate NDB or VOR
  - Have RGAAF programmed into navigation system

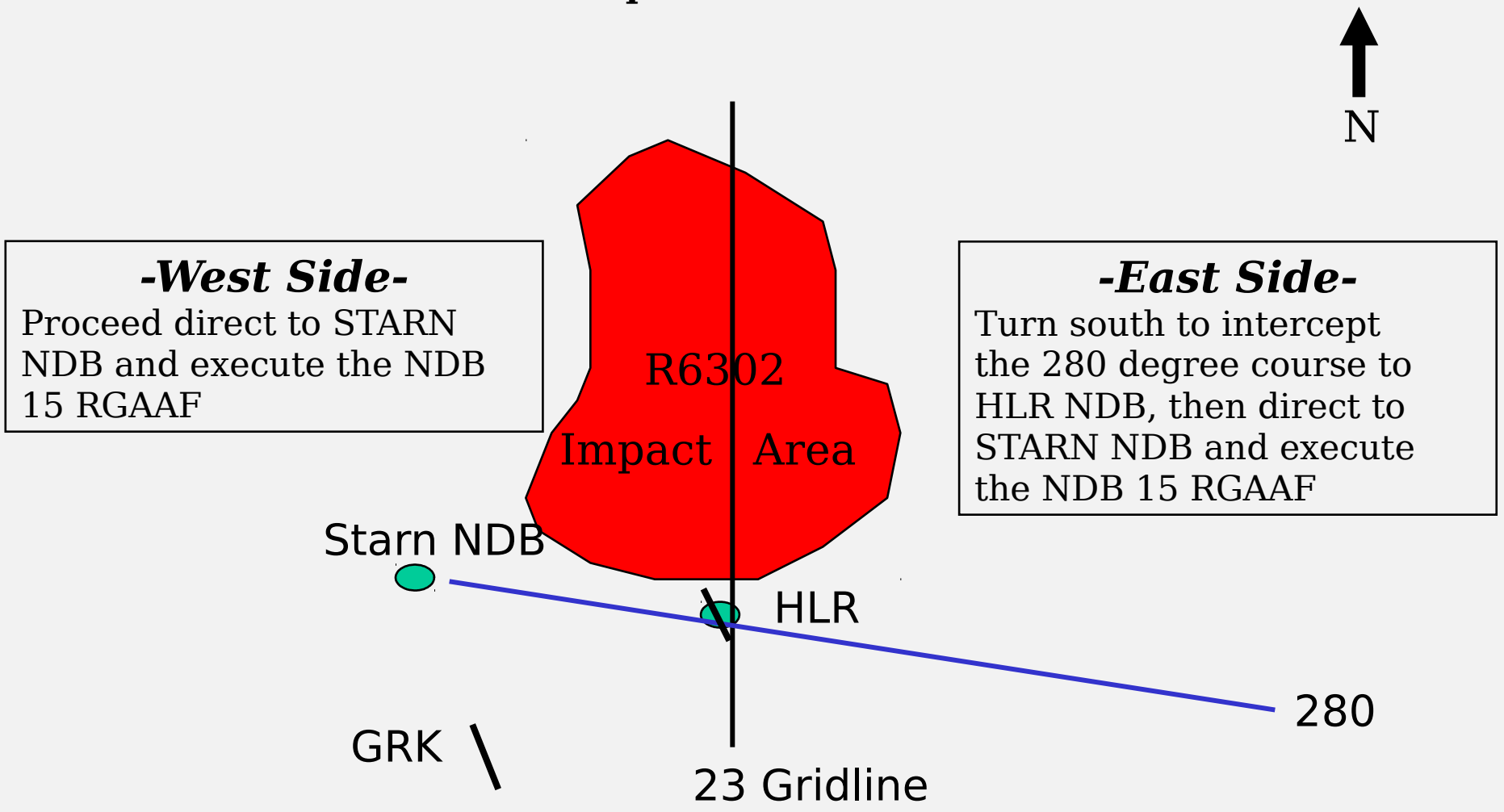
If IMC is Encountered

- Commit to Instrument Flight
- Perform recovery per ATM – Attitude, Heading, Torque, Airspeed, Trim, Transponder, ATC , Local Procedure
- Turn only to avoid known obstacles or live fire area
- Climb to 2500’ MSL, Transponder to 7700

  (Note: 2500’ MSL on post, 4200’ off post IVO GRK)
- Contact Gray Approach and declare an Emergency
- Request PAR or ASR, if available
- Select appropriate route and recovery airfield

IIMC Procedures (*Lost Commo*)

Squawk 7600



-West Side-

Proceed direct to STARN NDB and execute the NDB 15 RGAAF

-East Side-

Turn south to intercept the 280 degree course to HLR NDB, then direct to STARN NDB and execute the NDB 15 RGAAF

Night Operations

- Aided night operations below 200’ AGL in off post areas require a daylight reconnaissance within 3 days prior to use.

- Aided aircraft in the RGAAF traffic pattern at night will have position lights on steady bright. Lights may be dim on short final, 100’ AGL or less. After landing, place lights to steady bright. The anti-collision light may be turned off during ground operations with tower permission.

- Maximum density at night at strips 22 and 41 is ***two*** aircraft and ***three*** at strip 12.

- Single aircraft lights out operations are not authorized.

- Minimum lighting definition: Position lights on steady dim and anti collision light off. In formation flights, the anti collision light of the ***trail*** aircraft ***will remain on***.

Lights Out Operations

- Lights out operations are conducted only within an activated ROZ within R-6302 (on the reservation)

- One fully lighted, non-tactical aircraft (high bird or O/C) will be in a position to over watch the ROZ in the immediate vicinity of the tactical operation in case of an incursion by nonparticipating aircraft. This high bird or O/C will continuously monitor the land group frequency.

- All participating aircraft will be required to monitor a common frequency. Participating aircraft may use the land group frequency as their common frequency but will not use that land group frequency to conduct mission operations.

- Any participating tactical or non-tactical aircraft that sees a nonparticipating aircraft enter the ROZ will use the common frequency to announce to all other participating aircraft that there is an incursion into the ROZ. All participating aircraft will immediately go to full external lighting until the incursion can be sorted out.

- Commander’s will assure that their risk assessments reflect additional risk associated with lights out operations.

Ft. Hood Reg. 95-1
Rules & Regulations Summary

TRAFFIC PATTERNS ***(Longhorn Tower operational M-F 0900-0100)***

- Longhorn East Only @ 1100’ MSL *(unless otherwise directed)*
- Shorthorn West Only @1100’ MSL *(unless otherwise directed)*
- Robert Gray/Hood 1500’ MSL

SCHEDULED AIRSPACE

- Scheduled through DPTMS Range Division (FH 95-1 Format)
- Surface to 5000’ MSL
- Unit must “activate” and “de-activate” with Hood Radio

WEATHER ***(All training will terminate/recover at <500’ ceilings)***

- Uncontrolled at or below 1200’ AGL
  - ►Day = Clear of Clouds, ½ SM Visibility
  - ►Night = Clear of Clouds, 1 SM Visibility
- Special VFR is same as above for Day & Night
- Special requirements WX < 1000-3
  - ►One Radio tuned to GRK Approach Control
  - ►NAVAID for Approach Tuned
  - ►Emergency GPS Approach route selected as current route

CARS

- CARS-E = Northbound 2000’ MSL, Southbound 2300’ MSL
- CARS-W = Northbound 1500’ MSL, Southbound 1800’ MSL
- -Procedural Control activated with WX < 1000-3

-Aircraft inbound to NFH will utilize EAST 3 (south entry) or EAST 4 (north entry) and establish contact with Longhorn Tower/advisory on appropriate frequency.

Flights along the REDLINE are not required to contact Longhorn Tower/advisory.

Ft. Hood Reg. 95-1
Rules & Regulations Summary (Continued)

AIRFIELD CORRIDORS – Outbound 1500’ MSL, Inbound 1800’ MSL

- Maximum airspeed 90 KIAS
- Night Operations in airfield corridors require Landing Light-ON and Position Lights-BRIGHT
- Low-Level (200’ AGL and below) departures/arrivals via checkpoint Bridge when approved by HAAF Tower.

NIGHT OPERATIONS

- Lighting Requirements
  - ►SCHEDULED AIRSPACE **(Black-out operations)**
    - ● High bird/O/C required – fully lighted – must monitor land group frequency at all times
    - ● All aircraft - monitor common air to air frequency. May use land group frequency to monitor but will not conduct operations on that frequency
    - ● ROZ incursion (Non participating A/C) - all aircraft, immediately full lighting until problem resolved
  - ► SCHEDULED AIRSPACE: **(Minimal Lighting)**
    - ● Single ACFT: Position Lights-STEADY DIM, Anti-Collision-OFF
    - ● Formation FLT: Position Lights – STEADY DIM, Trail aircraft must have Anti-Collision-ON. Other aircraft - Anti-Collision-OFF Except in numbered Corridors.
  - ► OTHER THAN SCHEDULED AIRSPACE:
    - ● Single ACFT: Position Lights-STEADY BRIGHT, Anti-Collision-ON
    - ● Formation FLT: Trail aircraft must have Position Lights-STEADY BRIGHT, Anti-Collision-ON. Other aircraft may be Position Lights-STEADY-DIM, Anti-Collision-OFF

Fort Hood 95-1 Requirements

Aircraft Accountability

- Robert Gray Army Airfield (RGAAF) Operations maintains a list of assigned and

tenant aircraft.

- Prior to commencing annual training (AT) or training events on the Fort Hood

reservation, guard, reserve component, mobilized and visiting units will provide RGAAF

Operations, 287-5102, with a complete and updated listing of aircraft type and tail

numbers.

- Upon arrival to Fort Hood, units will also provide RGAAF Base Operations with a telephone number and a local point of contact that is available continuously for

the duration of AT to assist flight following if an aircraft is missing, overdue, or involved

in a mishap.

Individual Unit Specifics
NOT COVERED by this Briefing
(IAW TC 3-04.11)

Local Area Orientation Flight
Unit Policies and Procedures/SOPs
Airfield Facilities and Layout Tour
ALSE Procedures
Unit Orientation:

- Flight Operations
  - Reading File
  - Flight planning facilities and obtaining maps, charts & FLIP
  - Weather/NOTAM acquisition
  - A/C keys, fuel cards, data cards, etc.

Questions?

SURVIVAL
When you are in deep trouble,
say nothing, and try to look like
you know what you're doing.